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One tablespoonful of sugar
A pinch of nutmeg
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Beat up thoroughly the yolk of the
egg with the sugar
Add milk Bacardi and nutmeg
Mix it thoroughly
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Articles that can be finished by Calender Machine.
Slight Increase for Hand Ironed Work.

The present 30% increase which has been
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BRITAIN'S NAVY PROGRAMME. DEFINITE LEAD TAKEN.

[BY LIEUT.-COMMANDER J. M. KENWORTHY
IN THE "WORLD."]

LONDON, August 15th.

By the naval programme passed by the
British House of Commons on July 29th a
definite lead is given by Britain in ship
construction to the whole world. Prior
to this programme the building of the
new type of 10,000-ton cruiser by the
various Powers was as follows:

Great Britain	5
United States	nil
Japan	6
France	2
Italy	3

To this must be added two cruisers
building for the Australian Government.
Five of the new type 10,000-ton cruisers
actually building for Great Britain now
were laid down by Mr. Ramsay Mac-
donald's Labour Government. When the
new programme is put in hand, which it
will be during the present financial year
ending March, 1926, the British Admiralty
will have building nine cruisers, and
proposed to lay down three more in each
of the next four years up till the end of
the financial year of 1929.

At first sight it might appear that
Great Britain is deliberately aiming at
naval hegemony. This is not really the
case. The alleged continuity of policy of
the Labour Government in continuing to
add to the fleet is explained by the
Labour leaders themselves, who say they
assumed office when the estimates were
already in draft, that they were raw and
inexperienced, were faced with strong
demands from the British Admiralty and
the Naval War Staff, had not an indepen-
dent majority in the House of Commons
and feared a doubtful attitude on the
part of the Liberals.

"RACE" NOT DELIBERATE.

But though it is a fact that, by the
victory of the naval chiefs over the
Chancellor of the Exchequer, a new race
in naval construction has been initiated,
this is not deliberate. Great surprise and
indignation will presently be expressed,
and it will be perfectly genuine, by the
"Blue Water" school, known popularly
as the "Blue Funk" school, when other
nations follow suit and embark on a
large programme of cruiser construction
in their turn.

The real policy pursued is very simple.
It is the result of a continued contest
between the naval chiefs, the permanent
officials of the Admiralty and their poli-
tical supporters on the one hand, and the
Cabinet as a whole, including the Chan-
cellor of the Exchequer, in particular, on
the other hand.

The Navy Department always demands
the greatest possible shipbuilding pro-
gramme it can wring from a reluctant
Treasury. The Chancellor of the Ex-
chequer and the Treasury chiefs resist
these demands to the utmost and attempt
to get off as lightly as possible. This
struggle goes on behind the scenes every
year, no matter what Government is in
power in Britain.

Occasionally the civilians and the
Treasury win, and, as for example, in
the middle of the 19th century, the Navy
was reduced considerably in strength.
At one period, some 70 years ago, the
British Fleet had less effective strength
in sea-going vessels than the French Navy
of that day. And at that time France
was the hereditary and apparently per-
manent enemy of Great Britain.

ALWAYS A REACTION.

On these occasions there is always a
reaction on British public opinion: The
British have the sea sense developed
more than any other nation. Their Em-
pire is scattered over the world and is
held together by the oceans. Every year,
with an increasing population, Britain
becomes more and more dependent on
seaborne supplies of foodstuffs and raw
material. This dependency has been in-
tensified in the present century by the
greater need of mineral oils, rubber and
nitrates which cannot be produced at pre-
sent within the country.

When these reactions come the pen-
dulum swings in an opposite direction.
Thus we had the Naval Defence Act,
when a fixed programme of construction
was decided upon for a series of years
in the latter part of the nineteenth cen-
tury, and which at the time when the
Boer War broke out had placed the Bri-
tish Fleet in a position of unchallenged
supremacy as against the rest of the
world.

CONVENIENT POTENTIAL ENEMY.

The Admiralty cannot be blamed. Its
function is to prepare as strong a fleet
as possible. As it happens the Admiralty
is the most deeply entrenched of all the
Government departments. A threat of
resignation by the Board of Admirals can
usually be relied on to create a panic
and bring recalcitrant ministers to sub-
mission. There may be a small minority
of naval officers who desire war. Men
trained all their lives to the use of a
certain weapon seek opportunities of
making use of their knowledge and skill.
It used to be an old toast, in naval
messes: "Here's to a bloody war and a
sickly climate," the idea being that the
promotion lists would be cleared by death
and the survivors benefit accordingly.

The serious and responsible chiefs cer-
tainly do not want war. But they find it
convenient to have a potential enemy.
Up to the commencement of the twentieth
century this enemy was France who, in
her turn, had taken the place of Holland
and Spain. With the increase of power
of the German Empire and the construc-
tion of the German fleet, Germany as the
next strongest Power stepped into the
place of France. Only the student of history
in years to come will be able ac-
curately to appraise the importance of
the construction of the German fleet as
a cause of the great war.

The war ended with the obliteration
of the German Navy as a fighting force.
The Admiralty was at a loss for some
years as to what policy to pursue. There
were those who pointed to the strength
of the American fleet greatly enlarged
during the war, and pointed to America
as a convenient power against which to
build warships. But this was too much
even for the somewhat ill-informed and
credulous British to stomach.

Also the wealth of America after the
war and the comparative poverty of Bri-
tain made it clear that a race embarked
on by the British Empire and the United
States in ship construction could only
end in three ways, viz: The outbuilding
of England by America, or the bank-
ruptcy of Britain, or war. It is impos-
sible to say what would have happened
if the Washington Conference had not
been called and resulted in the rationing
of the battle fleets of the principal naval
Powers.

During the few years of bewilderment
in the Admiralty Office following the war,
the civilians and the Treasury managed
to hold the Sea Lords in check; and many
vessels in process of construction were
scrapped and no new war vessels com-
menced. But already at the time of the
summoning of the Washington Confer-
ence a substantial programme of battle-
ship building had been decided upon.

BIG NAVY SCHOOL.

The majority of the big navy school
were not satisfied with America as a
conventional rival and they turned their
gaze from the West to the East. Japan
had a strong navy. And the Japanese
were a strange people, speaking a differ-
ent language. Japan therefore became
the convenient bogey to be used to
frighten the reluctant taxpayer into
paying the bills for naval shipbuilding.
When the German menace appeared
across the North Sea the English were
content to withdraw their battle squadron
from the Pacific and to leave only a few
cruisers to maintain British prestige and
security in the Far East.

To-day the Naval Staff declares the
centre of naval power has shifted to the
Pacific. Hence the decision to construct
a great naval dockyard and base at
Singapore. Hence the original demands
of the Admiralty not to lay down the
comparatively modest programme of
three to four cruisers a year as at pre-
sent, but the nine or ten a year which
were seriously promised by the British
Prime Minister, Mr. Baldwin, just before
the general election of 1923.

It was true the Washington Conference
had limited the construction of battle-
ships. But no limit was placed to the
number of cruisers. Only their size and
the calibre of their guns were limited.
This new type of cruiser of the limit of
size and power permitted by the Wash-
ington Treaty has become the standard
of naval strength. The forward school
at the Admiralty, by nominally replacing
old vessels, wishes to maintain the pre-
sent proportion of modern cruisers on the
navy lists of the five principal Powers.
These are:—

Great Britain	49
United States	9
Japan	18
France	7
Italy	12

If the other Powers began building
also, as well they may, it is obvious that
to maintain this standard would impose
a strain on the British Exchequer which
no country could stand. For these new
cruisers will cost more than \$10,000,000
each, and when in commission \$1,000,000
a year to maintain.

Nor is this policy deliberately provoca-
tive. It is partly instinctive and partly
the result of a long-standing tradition.
The more modern school excuses itself
by saying there probably will be another
conference for the limitation of arma-
ments and it is an advantage to go into
such a conference with strong cards in
the hand; in other words with a defined
building programme of great extent which
can be abandoned at a gesture in order
to agree to limitations.

But both the forward and moderate
schools of big navyites reckon without
public opinion. This is seriously alarm-
ed. Even the Conservative Party with
its traditional support of the navy is
uneasy. There is a feeling among the
mass of the people that no war is pos-
sible for five years, or probable for ten,
while taxation is heavy and one of the
causes of trade depression. We may well
see a return to the policy of the Con-
servative Party after the fall of
Napoleon.

OLD-TIME DRINKS.

THE EPICURE'S RECIPE FOR
JULEP.

Among a number of forgotten drinks
Conquest recalls the time when julep was
in favour.

This was a favourite drink of that
master of adventure stories, Captain
Marryat, who introduced it into Eng-
land from the Southern States of Ame-
rica. He gave the following recipe for a
mint julep:—

"Put into a tumbler about a dozen
sprigs of tender shoots of mint (spear-
mint); upon them put a spoonful of
white sugar, and equal proportions of
peach and common brandy so as to fill
it up one-third or a little less. Then
take rasped or pounded ice and fill up
the tumbler. Epicures rub the lips of
the tumbler with a piece of fresh pine-
apple. As the ice melts you drink."

Syllabub was also a very refreshing
drink for hot weather. It dates from
the time of pastoral poetry—the middle
of the eighteenth century, when Watteau
painted his charming shepherdesses. In
those days no picnic was complete with-
out a syllabub, which was made of milk
as it was milked from the cow. One old
recipe may be placed in a bowl a quart
of ale or beer, grate into this a little
nutmeg and sweeten with sugar, milk
the cow rapidly into the bowl, forcing
the milk as strongly as possible into the
ale, and against the sides of the bowl,
to raise a good froth. Let it stand an
hour.

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CABLES.

[LATEST CABLES.]

RUSSIA AND GERMANY.
COMMERCIAL AGREEMENT NOT YET SIGNED.

BERLIN, October 2nd.
Negotiations between Herr Stresemann and M. Chicherin lasted till four in the morning, but did not result in the signature of the proposed Russo-German Commercial Agreement, chiefly owing to the Soviet demanding a loan of 200,000,000 marks to purchase agricultural and other machinery, while the Germans were unwilling to grant more than 100,000,000. The German Foreign Office Commission will shortly go to Moscow in the hopes of arriving at a satisfactory solution.

EARLIER CABLES.

CAMPAIGN IN MOROCCO.
SPANIARDS CONTINUE TO ADVANCE.

MADRID, October 1st.
A communiqué states that profiting by the confusion of the enemy as a result of our victorious advance on September 29th we to-day continued to advance and occupied this morning Adrar Sedoun, an important position near Ajdir. The guns on this position completely dominate Abd el Krim's village. The enemy are resisting feebly.

AJDIR IN FLAMES.

MADRID, October 2nd.
General Primo de Rivera has wirelessed from the battleship *Alfonso XIII* that at 3 o'clock this afternoon, as a result of the Spanish bombardment, Ajdir is aflame, including Abd el Krim's house.

FRENCH SUCCESSES.

PARIS, October 1st.
Simultaneously with the Spanish successes a French communiqué claims that the French are victoriously advancing and have captured numerous villages north of Kifane, occupying an additional three hundred square kilometres of territory. Aided by a large use of tanks they are irresistibly advancing on a fifteen-mile front.

WAR CORRESPONDENT KILLED.

Colonel Reginald Kahn, war correspondent of the *Temper*, was killed on the Erkeur road en route to visit the French advanced posts.

LATEST CABLES.

FRENCH AIRMEN ACTIVE.

FEZ, October 2nd.
The French operations on the front at Kifane are temporarily at a standstill. The French troops brilliantly carried all the heights, which were strongly held by the enemy and reached all their objectives.

The French losses in the two days' offensive were only 15 killed and 50 wounded. The air force carried out sixty bombing raids yesterday.

SPANISH PRESS PLEASED.

MADRID, October 2nd.
With the recent capture of the heights, including Adrar Sedoun, a communiqué claims that the Spaniards have completely established the military base required for the advance on Ajdir. They are now masters practically of the whole of Alhucenia Bay. The newspapers are jubilant.

FRENCH AIRMAN RELEASED.

PARIS, October 2nd.
The French airman, M. Coste, has been released without serving the remaining twelve days of his prison sentence. Previously to being released, he assured the Authorities at Freiburg that his firm would pay the balance of his fine.

SUMMER TIME ENDS.

LONDON, October 2nd.
Summer time in Great Britain ends officially at 3 o'clock on the morning of Sunday.

EARLIER CABLES.

INTER-EMPIRE TRADE.

MELBOURNE, October 2nd.
The Empire Press Conference warmly acclaimed inter-empire trade and passed resolutions exhorting the Press of the Empire to do its utmost to promote it. The Conference is establishing a sub-committee to deal with the question. The next conference which will meet in London in 1926.

LABOUR CONFERENCE.

ATTACK ON DAWES SCHEME.

LONDON, October 1st.

The Labour Party Conference has adopted the Executive's resolution on foreign policy, urging the principles of the Geneva Protocol as the only practical basis for securing permanent peace and general disarmament and also condemning the offer to accept the Iraq mandate for another 25 years.

Mr. Herbert Smith, the President of the Miners' Federation, in the course of the discussion, attacked the Dawes scheme. He said it was killing the Labour movement and if the Labour Party would not enquire into its operations and results the Miners International would do so.

Mr. Ramsay MacDonald associated himself with Mr. Smith's remarks, but defended the Labour Government's action with regard to reparations. He claimed that they took the reparations problem out of the hands of a political committee and put it into the hands of an economic and more or less, impartial committee. Had that step been properly and energetically followed up it would have been a step forward in the emancipation of the European working classes.

CAPITAL LEVY.

The Labour Conference adopted the Executive's resolution in favour of public ownership of the banking, credit system, and also the National Finance resolution, reaffirming opposition to food taxes and protective tariffs and demanding vigorous steps to increase taxation on accumulated wealth and excessive incomes and a large and speedy reduction in the National Debt.

Replying to criticisms that the resolution did not refer to the Capital Levy, Mr. Snowden said that the resolution did not repudiate the principle of the levy, but asked the next Labour Government to deal with the problem of the redemption of the National Debt, whereupon one critic described the resolution as the burial service of the Capital Levy and appealed to the Conference to stop the rot in their parliamentary party and its drift towards Liberalism.

WINDFALL FOR THE BROKERS.

SURPRISE AT REDUCTION IN BANK RATE.

LONDON, October 1st.
The reduction in the Bank Rate has dumfounded City circles, because the announcement was made only two days after the Government had accepted the Conversion Loan tenders.

The result was a sharp rise in investment issues under the lead of the gilt edged securities with a handsome profit for the brokers who successfully tendered for the Conversion Loan. If the price rises only one point the brokers' profit is four hundred thousand sterling and in addition they have the ability for borrowing money more cheaply.

The incident is criticised as showing lack of contact between the Treasury's financial advisers and the Governors of the Bank of England, with resultant heavy loss to the Treasury.

The reduction was actually expected on September 24th in view of announcement of the impending issue of the Conversion Loan.

M. CHICHERIN BUSY IN BERLIN.

CREDIT OF HUNDRED MILLION MARKS WANTED.

BERLIN, October 1st.
M. Chicherin is very busy. He is repeatedly conferring with Herr Luther and Herr Stresemann. He was entertained to a banquet by the latter yesterday, and to lunch by Herr Luther to-day. He is negotiating with German bankers to secure credits of a hundred million marks for the purchase of agricultural machinery in Germany.

It is announced that the Russo-German commercial negotiations are so advanced that the conclusion of the Treaty is expected before Herr Luther and Herr Stresemann leave for Locarno to-morrow. Political circles surmise that M. Chicherin's activities are not unconnected with the discussions to take place at Locarno and their possible effect on the Rapallo Treaty.

German Nationals, who ordinarily oppose everything Bolshevik are at present extolling the advantages of a Germano-Russian rapprochement.

HOME FOOTBALL.

LONDON, October 1st.
The following are the results of matches in the English League played to-day—

FIRST DIVISION.
Notts County, 1; Liverpool, 2.
THIRD DIVISION (SOUTH).
Newport, 1; Bournemouth, 0.
THIRD DIVISION (NORTH).
Tranmere, 0; Grimsby, 0.

EARLIER CABLES.

FRENCH DEBTS TO U.S.

TEMPORARY SETTLEMENT REACHED.

WASHINGTON, October 1st.

It is announced that the French proposals for funding the French debt to the United States have been rejected.

A temporary settlement has been reached in the debt negotiations, providing for a payment of forty million dollars annually. The arrangement covers a period of five years.

M. Caillaux to-morrow takes back the American proposal, enabling a continuance of the discussions with a view to a permanent settlement any time within that period.

The announcement that an agreement had been reached came at the conclusion of a day full of conflicting rumours, during which all concerned laboured unceasingly to reach an exit from the impasse created in the early morning when the Americans announced that the French proposals were not acceptable. It is generally thought that Mr. Coolidge, while officially silent, strongly influenced to-day's negotiations as he was anxious to prevent M. Caillaux returning without an agreement.

LATEST CABLES.

OPINION OF PRESS.

NEW YORK, October 2nd.
All the morning papers regret that a full settlement of the French debt has not been accomplished.

The *Herald-Tribune* hopes that no political manoeuvres by M. Caillaux will be permitted to cloud in the French mind, the fact that the American proposal is fair and generous.

The *New York World* regrets the failure to settle this miserable question for five years. This irritating business will continue to bedevil our relations with France by providing the jingoists on both sides with clatrap.

[THROUGH REUTER'S AGENCY.]

PARIS PRESS DISAPPOINTED.

PARIS, October 2nd.

The press is disappointed at the result of the Washington negotiations.

Le Journal says: "Thus fruitlessly in uncertainty and gloom concludes one of the most painful episodes of peace."

Le Figaro declares that in response to France's generous gesture in accepting without discussion the total bill, America has proposed to France slavery.

Le Petit Journal says that certain Americans have forgotten the obligations of alliance and friendship.

The Communist newspaper *L'Humanité* asks whether the Anglo-Saxon financiers or the workers and peasants of France are to control French economic life.

L'Homme Libre is of opinion that the final result of the American proposals will be that the United States will hold a mandate over France.

[REUTER'S AMERICAN SERVICE.]

INTER-PARLIAMENTARY UNION.

MEETING OF THIRTY-EIGHT NATIONS AT WASHINGTON.

WASHINGTON, October 2nd.

Welcoming four hundred delegates, representing thirty-eight nations at the meeting of the Inter-Parliamentary Union, the Secretary of State, Mr. Kellogg, said the attention of the world was centred in the study of self-government. Nothing could be more stimulating for the advancement of liberal ideas, or contribute more certainly to peace than such an exchange of views as they were engaged in.

The meeting was held in the Chamber of the Lower House of Congress. This is the first time the auditorium has been used for any other purpose than the assembly of the regularly elected legislators of the United States.

CRISIS IN CHILE.

CABINET AND PRESIDENT HAVE RESIGNED.

SANTIAGO DE CHILE, October 2nd.

Following the refusal of Colonel Ibanez, Minister of War, to resign owing to his acceptance of nomination at the presidential election, the Cabinet has resigned.

President Alessandri has also resigned. Senator Luis Borgoñon Alessandri, the unsuccessful competitor at the last election, has taken over the vice-presidency.

FAR EASTERN CABLE

NEWS.

[THROUGH REUTER'S AGENCY.]

YELLOW RIVER VICTIMS.

CHINA INTERNATIONAL RELIEF COMMITTEE VOTE FUNDS.

PEKING, October 2nd.

The Executive Committee of the China International Famine Relief Committee has voted \$10,000 for the relief of the Yellow River flood victims, and, at the request of the Shantung authorities, has sent two engineers thither.

The Committee has also passed a resolution urging the early inauguration of the special Commission recently appointed to administer the proceeds of the famine surtax in order to deal with the acute distress which has arisen in various provinces.

U.S. RIVER GUNBOATS.

TWO TENDERS RECEIVED FROM HONGKONG YARDS.

SHANGHAI, October 2nd.

Tenders for the building of six American river gunboats were publicly opened on the 30th September. There were two from Hongkong, the Taikoo and Kowloon Docks sending in estimates. The award rests with Washington.

EXPLOSION IN MANILA.

FORT MCKINLEY MAGAZINE RAINS SHELLS.

MANILA, October 2nd.

The magazine at Fort McKinley has exploded and is raining shells into the reservation and adjacent village. It is believed there have been no casualties. The cause of the explosion has not been determined.

CHOLERA IN MANILA.

SEVENTEEN CASES OCCUR WITHIN FORTY-EIGHT HOURS.

MANILA, October 2nd.

There have been seventeen cases of cholera in Manila and the adjacent provinces within 48 hours. New cases, however, are decreasing.

GESTURE TOWARDS CHINA.

FRIENDLY ATTITUDE ADOPTED BY THE POWERS.

LONDON, October 1st.

A friendly gesture towards China will be made in the Note which will be handed to the Peking Government to-morrow.

The Note enumerates the measures the Powers have taken to improve the atmosphere at Shanghai, and expresses readiness to instruct the Consuls at Shanghai to endeavour to improve the relations between employers and workers when China gives similar instructions.

The Note also expresses willingness to discuss the rendition of the Mixed Courts and the question of Chinese representation on the Municipal Council, promising to give careful consideration to the Chinese objections to the proposed laws.

CLEARING THE WAY.

PEKING, October 2nd.

It is learned that the Waichiao and the interested Powers have agreed upon an exchange of Notes disposing of certain issues raised by the Chinese Note of June 24th, but not including the actual responsibility for the Nanking Road incident, the re-organisation of the Council or the rendition of the Mixed Court which will form the subject of further discussions.

Notes embodying this agreement will be published to-morrow.

Fox is worn to the exclusion of almost any other fur piece. Silver, blue, or red fox are the favourites.

In the ensemble outfits, the colouring may be carried out in one colour, with the hat matching the dress or coat. One woman looks like a piece of green naparagus, another a stick of molasses candy.

ANCIENT NOMAD RACE.

THE PEOPLE OF THE STEPPES.

The world knows little of its greatest

men, it is said. Or of its ancient peoples either, one may add. When Mr. Ralph Fox was sent by the mission in South-Coast Russia, to which he was attached, to buy horses for them in the wide tracts of wilderness between the Sea of Aral and the frontier of Afghanistan, he did not imagine that he would alight on an ancient and nomad race, the people of the steppes, who, as he suggests, would seem to be not a nation, but fragments of all the tribes of Central Asia who have risen to power from time to time.

The journey, undertaken lightly enough, became a pilgrimage of adventure and of varied and strange experience. For months, the author lived as the wild herdsmen live in Turkestan, travelling huge distances, meeting strange friends, and getting to a closer grip with the mentality of a people whose hopes had first been roused by the Great Revolution, then crushed under the new Turkestan Soviet Republic, and who are now dreaming of another and a greater Empire than they have ever known.

We should imagine that he had nothing to teach and much to learn in the art of buying horses. Why should the "profession," as we suppose we must call it, be associated with so little transparent honesty?

There is an art in this chapering, the says, so subtle, so full of infinite tricks of psychology, that only a great artist can hope to be a success. You must be able instinctively to judge the meaning implicit in the flicker of an eyelid, to feel the sincerity in the touch of a hand, to read absolutely from the minutest physical signs all that passes in your opponent's mind. Nor is this all, for you must conceal completely your own thoughts, you must never ponder or hesitate, but know your goal and make straight there with swift decisions and lightning thrusts. There are little tricks of the enemy you must be prepared to avoid. A Kirghiz will hold your hand in his, crushing the thumb most cruelly with a certain grip, they know, and argue till you are forced to consent to his price, since pride and the rules of the game forbid you to withdraw or show pain.

And this is buying horses in Turkestan! It was only through the intermediary of the Cosacks that the author could get in touch with the real and ancient people of the steppe, the Kirghiz.

Kazaks, who had ridden their horses and pastured their flocks there centuries before the Cosacks emerged from savagery. The word "Kazak" has simply the significance of "wandering horseman," much in the sense of the "chevalier errant" of the Middle Ages. They were formed by wandering adventurers from many Turanian nations, nameless men with only a horse and a sword, who went "Kazak" as the poor nobleman of romance took to the road for a living or the injured Corsican to the mountains. There are four Hordes, who between them reckon 3,000,000 souls, and their country is larger than Western Europe. The Kazaks were a nation before the Mongol invasion, but it was only after the great onslaught of Chengiz Khan, when the empires of Kipchak and Khiva were broken up, that flying remnants from many great tribes gave them something of the strength and organisation they possess to-day. Till 1834, strange as the statement may seem—their very existence was unknown to the Russians, and it was not until 1873 that Ivan the Terrible sent envoys to the Aral Sea to open up trading negotiations with their Khans.

The effect of the Russian Revolution on this race of horsemen and shepherds, says Mr. Fox, has been disturbing in the depth of passion it has roused and the longing it has stimulated. They have shared in the awakening of Central Asia to the glories of the past, the humiliation of the present, and the imminence of the future. The war gave them hope that the lands filched from them by the Cosacks would be restored, but they reached the breaking point of loyalty in 1918 when the Imperial Government decided to recruit the nomads into labour battalions. Exasperated, they rose in revolt, heralding at once the Russian Revolution and the Asiatic national movements which were to follow.

But real freedom was not yet and the new Turkestan Soviet Republic proved as great a curse to the nomads as the old Empire has been. Caught between the White Army of Cosacks in Orenburg and the Red Communists in Orenkent, their communications with civilisation were cut, their herds seized by the contending armies, and their grain supplies destroyed. Famine rode quickly through the herds, and a million had died of hunger before Government, in Tashkent, intervened with a strong hand to save the survivors from extermination. Now they are the spoiled children of the new Russia, completely their own masters, possessing again their ancient lands. They have an infant Press.

(Continued on next column.)

COMPLEXION CHARM.

HOW TO SECURE IT.

[BY BARBARA RUDDEN.]

Much of the pleasure of a day in the open air, or a strenuous game of tennis, or an evening in the dance room, is lost to the woman whose skin assumes a shiny, greasy look as soon as she takes exercise. She never attains that cool and dainty appearance which is essential to enhance pretty dresses or hats. However good be her features, however charming her shingle, the greasy skin seems to predominate over all her good points and spoil the whole effect.

The woman whose skin is inclined to be greasy does not find it easy to improve the appearance of her complexion. Often a poor digestion is the cause of the trouble, so the first essential part of the treatment must begin with the care of the diet—plenty of easily digested and nourishing food, and as much cold water during the daytime as possible, must be taken.

RUB WITH ICE.

Having adjusted the diet, there is every hope of success following upon the use of certain external remedies.

The face should be steamed once or twice a week, and afterwards rubbed briskly with ice until the cheeks glow. Many women renowned for their beauty apply the ice treatment daily, as it is excellent for tightening up the muscles and keeping the face firm. If ice is not procurable, an astringent lotion, such as orange water or eau de Cologne, can be applied instead. Camphor water is a good lotion and is made at home cheaply and easily. A lump of camphor is crushed into powder and a pint of cold water is poured on it. The lotion must be shaken well and left to stand for a couple of days. It must be strained before it is used for rubbing over the face.

SOAP AND FULLER'S EARTH.

As the skin is not functioning properly—otherwise it would not be greasy—friction must be included in the treatment. Substitute a not too rough loofah for the ordinary face glove and use it vigorously with some pure soap. Afterwards dust the skin with fuller's earth.

a militia, their own judges on the revolutionary tribunal. In short, the skeleton of a strong and enduring social organisation.

The people of the steppes, as so often before in history, are on the march again.

A strange people, they are, and who can prophesy the result of their strange awakening? Bodily strength borne of the air of the great plains and of temperate living is their greatest gift. They are frank, hospitable, and courteous to strangers. Most of them are illiterate, with the simple man's fear of the written character. Their infant press has not yet lifted them out of the slough of their superstitions, if it ever will—and all their lives they go in fear of witches, fey spirits, and warlocks. They name their children after feeble animals endowed with sorry qualities, in the hope that such terrified humility will be beneath the notice of the evil spirits. They observe no religion save in their hearts, and you rarely see one of them perform his ablutions and recite the formal prayers.

This mute disregard of Islam (says Mr. Fox) is the more curious since Samarkand and Bokhara are centres of the purest Muslim faith and are renowned throughout Islam for their learning and piety.

What, he asks, will become of these people and their steppe? Are they doomed to extinction like the Red Indians of America, or does fate hold for them a future not unworthy of their past? Once the steppe dominated the world, for the trade of the world, before sea-ways were known, passed over it, and to-day there are signs that the land is taking back its old domain. Railways with turbine locomotives are there, motor-lorries have established a regular service between Tashkent and Kashgar, and over all flies the aeroplane.

There is a new Russia to-day who dominates Asia, full of life and young vigour. Will she repeat the conquests of the great Mongols and restore the peoples of the steppe to their ancient heritage? The Russian Revolution and the Asiatic Renaissance have marched side by side from 1905 to 1925, and who can deny that the future is theirs to seize if they can find leaders great enough to point the way if the rest of the world persists in dull hostility and misunderstanding. If Mr. Fox's book had no other effect it will have that of removing much of the misunderstanding of a strange and potentially powerful people and of allaying some of the existing feelings of hostility towards them. Understanding is one of the surest ways to friendship.

"People of the Steppes." By Ralph Fox. (London: Constable & Co.) 5/6 net.

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AUGUST 8TH.

AUGUST 29TH.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 1A, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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WHY EVE LAUGHS AT ADAM'S APPLE.

(BY STACY AUGONIER.)

Adam only half swallowed that story. Eve told him about the apple. It stuck in his throat. You can see it there now. It is called Adam's Apple. It should really be called Eve's Apple. Owing to his physical construction he can never see it himself. But Eve can see it, and every time she sees it it makes her laugh. It is perhaps a pleasant reminder of his gullibility. He is like an ostrich in this respect, that because he can't see his own apple he thinks it isn't there.

Man regards woman with patronising indulgence, "dear little creature!" He is bigger and stronger than she, and he struts the earth with the conscious posture of the "dominant male." It is an amazing illusion that seldom gets challenged. As a contention it doesn't bear thinking about; perhaps that is why it is seldom thought about. As an article of faith, it is worthy of Dayton, Tennessee.

Man seems incapable of realising that his position in the social scuffle is purely executive and decorative. He is naturally a lazy, peace-loving animal. He just wants to sit about, and smoke and talk, and play games. He doesn't want to work, and struggle, and go to war. It is woman who has to keep him up to these activities. Being the custodian of the race she has to protect the race—in her own way and at her own time.

WOMAN'S THOUGHTS.

While the man is always consciously thinking of the present and the past, the woman is always subconsciously thinking of the future. And the realm of her physical and spiritual activities requires constant enlargement. She bears children, which demand more and more material sustenance. She demands beauty, health, security, and her rightful share of the fun of life. She herself is too occupied in the controlling chamber of this creative-hive to expend her force on the enlargement. Neither does she say anything to man. She just looks at his Adam's apple, and smiles inwardly. And he, because he loves her—confound it!—and these marsupials who are the spit and image of himself, he grumbles, goes out into the hall, takes down his gun, and wanders forth into the jungle.

He thinks it's all his own idea, and that he is being magnanimous and self-sacrificing. He thinks everything he does is very important. And so it is, to the same extent that a battle fleet is important to an island empire. But nothing that he does is really so important as what she does. What is the importance of his bullying the office-boy, or selling so many crates of some absurd tinny rabbit in the city compared with the importance of seeing that the youngest son washes behind his ears or feeds his pets regularly? One is the creative, the other only the executive side of life.

This finely adjusted inter-reliance between the sexes is the one absorbing subject that may always be relied upon to intrigue us. The fact that it is always being abused makes it none the less intriguing. If Adam had completely swallowed her story about the apple, Eve

would probably have seemed less attractive to him.

To read the newspapers one might sometimes imagine that wars, rumours of wars, politics, education, progress, and international rivalries occupied the vast bulk of public interest. But everyone knows that all these things are so much window-dressing. The only thing that really interests people permanently is men and women and their relationships to each other. For this reason life, as presented by what is known as "news," has a hollow ring.

A parliament, for example, is represented as a body of men dealing with abstractions. One comes in time to regard all these men as puppets, entirely concerned with pet principles and measures. One hears, perhaps, that So-and-so is married or has a grown-up daughter, but this does not seem any more significant than a statement that the new novel by Mr. Galsworthy is in a green cover. Wives and daughters are natural accessories. It comes sometimes as a staggering surprise to find that the wives and daughters and sons—the inner sentiment life of this puppet—come first, and that the abstractions are the real accessories. Indeed, if the true story of these abstractions could be set down, how amazed we should be to find that great movements, upheavals, wars, reforms and catastrophes owned their inception and their accomplishment to some wayward impulse in the secret emotional experiences of some men and some women.

Time history can never be written because the historian has only had access to appearances, and, moreover, it has so far only been written by men. History is rather like a newspaper reporter's account of the emotions of a woman in childbirth, written from hearsay.

SYMBOL OF THE CHASE.

But of all these relationships between men and women one of the most striking and ironic is that which might be called the relationship of "jewels." These so-called precious stones (which have in any case an entirely fictitious value), have come to be regarded as symbols of possession. No man, even in the most free and easy set, would think of giving another man's wife a pearl necklace. It is the prerogative of the "possessor."

And so one day, his wounds being cold, and his blood hot, Adam brings her her home this crowning symbol of the chase. Probably after a good dinner, when the time has passed, he places it around her neck as though he had lassoed her. He regards that little glitter of gratitude and admiration which leaps into her eyes as the ultimate tribute to his possessive sense. And as he stands there in front of the hearth-rug, with his chest thrust out, boasting of his struggles and triumphs, his Adam's apple going up and down, he looks so pathetic, such a baby, such a thing eternally craving to be mothered, that Eve turns away and buries her face in a bowl of roses. And when she looks up it is difficult for the poor man to know whether she has been weeping with him or laughing at him.—*Evening Standard.*

OUR COMIC YOUNG MEN.

SAID TO HAVE LOST ALL SENSE OF OCCASION.

The young man of to-day not only wears strange trousers and cultivates a wasp-like waist, writes a correspondent in a Home paper. He has lost all sense of occasion.

One night recently at the theatre I sat next to a young man in plus fours. The regulations about evening dress were relaxed in the theatre during the war and have never been reimposed, but there is something incongruous about a man in golfing kit in the stalls of a theatre. The incongruity was all the more marked because the young man in question had been playing golf and had not time to change his suit he had found time to put on dancing shoes. No doubt he was going on to a night club.

Often at dances at clubs and restaurants I have seen men in similarly unsuitable attire such as Fair Isle jumpers, tennis clothes, and even shooting kit. At clubs you may often see the same thing. Young men lounge in and dine in all sorts of eccentric costumes, to the annoyance of the older members.

No one has any objection to a busy man who comes on in his office clothes to dine at the club because he has not the time to go home and change. But this is quite different from appearing in sporting attire. The man who has leisure for games should have leisure enough to make himself presentable and to observe the conventions.

I do not object to new fashion. Let us move with the times. But I object to mixed fashions. To quote Carlyle, "Clothes give us individually, distinctively, social polity." No one would play golf in an evening dress suit and a white waistcoat, or go shooting in a frock-coat and a top hat. Therefore why dance and dine in plus fours?

The young man in riding breeches who has never been astride a horse and the yachtman complete without a yacht are familiar objects of the seaside promenade. But these are harmless compared with those strange creatures you see in Hyde Park on Sundays weirdly and wonderfully dressed, blatantly conspicuous by the style and unsuitability of their clothing.

Unconventionality is all very well in its place, but you can over-do fancy dress.

"Clothes—which began in foolishness, love of Ornament, what have they not become!"

VOGUE OF THE VALSE.

GRACEFUL DANCE RETURNS TO FAVOUR.

(BY LADY NORMA DENTON.)

No time is so fascinating as three-time, because it is the natural time. No matter how savage the brayest, most human beings will respond to it if they have any sense of rhythm in them at all.

Few can sit quite unmoved, or undisturbed of movement, while the strains of a good valse—I hate "waltz"—sound in their ears. There is something so captivating, so thrilling, and so romantic in a real valse tune that the feet refuse to be still when it is played.

And now—little by little—the valse is returning to its own. More and more often its banished name is seen on programmes, oftener and oftener its strains are heard in ballrooms.

Since it was introduced into England, the valse has been, on and off, the accepted step of European society, just as the jazz steps are the natural movement of the Negro and the country dances the typical ones of the peasant. And thus we get the three great divisions of music: three-time, syncopation, and two- or four-time, the latter heard to perfection in Purcell's exquisite "Nymphs and Shepherds."

The first is always elegant and often amorous, the second is sometimes plaintive and strongly characteristic of the non-European native, and the third is robust, happy, and rustic, typical of what England is said to have been in the days when she was "Merrie."

In Vienna they have a particular way of their own of treating three-time tunes, which is to remain half a beat longer on a second note of the bar, and thus leave only a quarter of a beat for the last note. This gives it the swing and, like rarely seen anywhere else.

No sight was more entrancing than to watch the Viennese dancing in the days when the valse held supreme sway. The whole room seemed to be moving rhythmically up and down like a billowing ocean to the strains of the most languorous or the most fiery music; played with a passion and an abandon seldom heard west of the Danube.

The valse is the Queen of Dances. Her reign may be interrupted, she may be abridged for a bit, but her turn is sure to come again.



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AQUATICS AT V.R.C.

RESULTS OF YESTERDAY'S WATER SPORTS.

The Victoria Recreation Club's annual aquatic festival was continued yesterday, there being a fair attendance.

There were eleven items in yesterday's programme, these including five championship events. The long plunge championship of the Colony was won by C. J. Cooke, who made a distance of 62 feet. The outstanding event of interest in the programme was the 220 yards championship of the Colony. This proved a very exciting race, D. Lyon and A. F. May tying for first place after a splendid effort on the part of both contestants. Each will receive a first prize, a member having generously come forward and given the extra one required.

It has been suggested that a 220 yards race shall be incorporated in another night fête which the V.R.C. hope to stage before the close of the present swimming season.

There are fourteen events in the final programme of the festival for this afternoon, including three championships. There will also be a race for the veterans and the programme will be concluded with a water polo match between the married and single members of the Club.

This afternoon's programme which should prove the most interesting of the series, in view of the number of finals, will open with a race in the harbour for the Woo Challenge Cup. This event is a half-mile championship of the Colony and is confined to Chinese.

In the extra event of the programme, the 50 yards' breast stroke (confined to Chinese ladies), there were three entries up to last night. These were Mrs. Li Chung Yu, Mrs. Tsang Yang Fuk and Miss Ruby Chue. Further entries for this race, however, may be made this morning and post entries for it will be received during this afternoon.

At the conclusion of the festival, H.E. the Governor (Sir Edward Stubbs, K.C.M.G.), the President, will present the prizes.

The annual harbour races will probably take place on October 15th, 16th and 17th.

THE RESULTS.

Yesterday's results were as under:—
Four Lengths Handicap (members).—1st heat: 1. J. V. Ramsay; 2. J. Stewart. Time: 1:55sec. 2nd heat: 1. D. Laing; 2. A. A. K. Noronha. Time: 2:22sec.
100 Yards Boys' Championship.—1. L. Ross; 2nd: J. S. Lyon. Time: 1:22sec.

Long Plunge Championship of the Colony.—1. C. J. Cooke; 2. J. H. Wicheil. Distance: 62 feet.

220 Yards Championship of the Colony.—1. D. Lyon and A. F. May (dead heat); 2. C. J. Cooke. Time: 2 minutes 40secs.

Four Lengths Handicap (ladies).—1. Miss C. Smith; 2. Miss M. Blunsdon. Final Girls' Two Lengths.—1. D. Hunt; 2. C. Dixon. Time: 42.5secs.

100 Yards Breast Stroke Championship of the Colony.—1. Corporal Lidster; 2. Wan Kwong Ting. Time: 1 minute 22secs.

Two Lengths Handicap open to Army and Navy.—1. Bdm. Scott; 2. Pte. Edwards. Time: 2:33secs.

Two Lengths Team Race (members).—E. A. Brodie's team beat D. Laing's team. Time: 3 minutes 55.5secs.

Four Lengths Handicap Girls under 15 years of age.—1. D. Hunt; 2. E. Allen. Time: 1 minute 29.2secs.

100 Yards Championship—H.M. Forces (open).—1. Pte. Edwards; 2. Corporal Hummerstone. Time: 1 minute 75.5secs.

TODAY'S PROGRAMME.

The events down for decision to-day are as under:—

4.00.—Woo Challenge Cup.—Half-mile Championship of the Colony (confined to Chinese).

4.25.—Final Two Lengths Hurdles Handicap.

4.30.—100 Yards Girls Championship of the Colony.

4.35.—High Dive open to the Colony.

4.45.—50 Yards Breast Stroke (confined to Chinese ladies).

4.50.—100 Yards Championship of the Colony.

4.55.—Final Four Lengths Handicap (members).

Interval for tea.

4.15.—Final Two Lengths Handicap (members).

4.30.—Ladies' 100 Yards Championship of the Colony.

4.35.—Team Race (six men) open to any Hongkong Unit, Corps or Club.

4.45.—Ladies' High Dive.

4.50.—Veterans' Race—Two Lengths Handicap open to gentlemen 50 years of age and over (Post Entries).

5.00.—Consolation Race.

5.10.—Water Polo—Married v. Single. Teams—Married: J. Stewart, J. Wicheil, R. C. Wicheil, T. L. Knight, S. A. Maral and T. King (captain). Single: D. Lyon, J. Soares, S. H. Garrod, E. W. Raiton, B. Rasmussen, J. V. Ramsay, and E. O. Brodie (captain).

FOOTBALL.

H.K.F.C. v. H.M.S. "TAMAR"

The Hongkong Football Club will entertain H.M.S. "Tamar" to-day, the kick-off being at 3.30. The following will represent the Club:—Rodger, Summers and Black; Mair, Stewart (or McBride) and Watson; Pile, Forsyth, Johnson, Howard and Key.

NORTHERN WAR SCARE.

STRONG DENIALS BY FENGTIEN COMMAND.

The rumours of a fresh war between Kiangsu and Chékiang have caused the usual uneasiness among the Chinese community in Shanghai, especially the merchants stated a correspondent in the N.C. Daily News of September 24th. Although no definite confirmation can be had of impending hostilities, it is noteworthy that both the Fengtien military authorities and the Chinese Constabulary are taking precautions and are urging the people not to believe or disseminate what they hear.

Shanghai organizations are endeavouring to avert new trouble. They have sent out telegrams to the different military leaders urging them to refrain from moving their troops and beseeching them to "put aside their personal differences and devote their entire energies towards the protection of the Chinese people."

Chinese coming from Sungkiang report that that city is in a state of panic. Its citizens are rushing to Shanghai where they know they will be safe. There are about 6,000 troops in the city, all of whom are members of the Chékiang army and in the close vicinity are many Fengtien men. Fengtien soldiers have also been stationed along the Shanghai-Nanking line and are in close formation between Shanghai and Chéniu. Both these reports, however, were denied yesterday by the railway administration.

Sentries have been posted in the vicinity of Meikaloong and Lungghua since the 30th instant by the Commander of the 3rd Battalion of the 2nd Fengtien Army, which is now stationed at Lungghua.

NEW TUPAN'S SUAVE EVASIONS.

General Yang Yu Ting, the new Tupan of Kiangsu, in a statement upon assuming his new post, said that he had only brought with him 120 members of his bodyguard, his chief secretary and an assistant to Kiangsu with him. He would bring no more. The rumours of a new war had evidently been started in Tientsin by disgruntled members of the defeated Chihli party. The Chékiang army, he said, was part of the national army and even though some of them were stationed in Sungkiang (Kiangsu), there was no harm done. The acquisition of Sungkiang and three other districts which Chékiang controlled could easily be settled on a just and equitable basis in accordance with the regular legal and official procedure.

When Kiangsu had centralized its administration, changes would be made in the appointment of officials in these districts. The subject had been taken into consideration and discussed by the Chékiang and Kiangsu authorities. Tupan Sun Chuan Fung, of Chékiang, and he were once fellow-students and they would not do each other any harm. Kiangsu would maintain a friendly attitude towards Chékiang and would endeavour to avoid misunderstandings and clear up all existing ones. There would be no increase of taxation locally and the Central Government would receive its proper share of the provincial revenues. Honesty on the part of all officials was essential. He would try to adjust the local situation so that it would be a model province and there would be no war, if he could avoid it.

The Chinese press says that strong efforts are being made to restore the Shanghai arsenal under Fengtien administration and that Tunan Yang has instructed the local officials to report to him on the matter.

LOCAL OLYMPIAD.

VOLUNTEERS v. H.M.S. "HERMES."

Following up the programme of the local Olympiad now taking place between the Hongkong Volunteer Defence Corps and H.M.S. "Hermes," a football match took place at Kowloon yesterday evening. The Volunteer team comprised: G. B. Slipper (Infantry); F. V. Read (Infantry) and C. W. F. Bishop (Engineers); Remedios (Infantry); J. McKelvie (Scottish) and A. Duncan (Scottish); H. G. Howard (Scottish); A. Forsyth (Scottish); A. C. I. Bowker (Infantry); W. E. Austen (Infantry) and F. A. Mason (Infantry). After a keen game the match was drawn, the score being two goals each.

PROPERTY SALE.

At the China Auction Rooms yesterday, Mr. F. V. M. R. de Sousa disposed of a leasehold property situated at No. 127, Battery Street, Tsimshui. The property has an annual Crown rent of \$10, and an area of 728 square feet. The property was started at \$8,000 and after 27 bids of \$200 each, it was knocked down to Mr. Man King for \$13,400.

CRICKET.

TODAY'S UNIVERSITY TEAMS.

The University 1st XI will meet a team from H.M.S. "Hermes" at 2 p.m. on the University ground. The home side will be represented by:—

A. A. Rumiha (captain), Rev. E. K. Quick, H. N. Bulhetchet, S. O. Shababudin, W. M. Gittins, D. K. Samy, S. A. M. Sopher, S. Hashima, I. Tajima, E. Zimmer and B. P. Ng.

The following will represent the University 2nd XI v. Civil Service C.C. on the latter's ground:—
B. N. Budan (captain), C. W. Lam, W. H. Sling, C. A. Peterson, V. F. R. Viasco, A. T. M. Barma, Y. C. Teh, C. H. Yeh, H. Y. Leong, C. K. Ong and F. Hipoola.

ALLEGED FORGERY.

CHINESE MERCHANT FACES SERIOUS CHARGES.

At the Central Magistracy yesterday afternoon, before Mr. S. B. B. McElderry the hearing of the case in which Wong Wai Man, a well-known Chinese merchant, appeared on remand from Wednesday on a charge of forgery, was continued.

Defendant was charged on three counts:—(1) With having uttered certain forged documents, concerning the transfer of 50 shares in the Hongkong and Kowloon Wharf and Godown Company, purporting to be signed as transferor by Wong Chik Cho; (2) With uttering forged documents for the transfer of 250 shares in the China Light and Power Company (1915), Ltd., purporting to be signed as transferor by Wong Lok Sin Tong; and (3) With uttering a forged document, namely a letter, to the Hongkong Electric Company, Ltd., purporting to be signed by Wong Chik Cho, requesting them to send all outstanding dividend warrants belonging to Wong Chik Cho to him care of Messrs. Moxon and Taylor.

All the charges were taken under section 8, of Ordinance 11, of 1922.

Mr. T. S. Whyte-Smith (Assistant Crown Solicitor) prosecuted and Mr. F. C. Jenkin (instructed by Mr. Watson) appeared for the defence.

Reports of the previous hearings have already appeared in the Daily Press.

Further evidence was tendered for the Crown yesterday.

Mr. Omar, in the employ of Messrs. Moxon and Taylor, gave evidence, in which he said that he joined the firm in 1910. He knew the defendant as a customer of the firm since that time.

Cross-examined by Mr. Jenkin, witness gave evidence regarding certain share transfer transactions involved in the case. He said it was clear from the documents referred to that the name of Wong Chik Cho referred to a different person than Wong Wai Man. Certain documents referred to Wong Chik Cho and Wong Lok Sin Tong (a Tong name of the deceased man referred to in the case). It was obvious that if the defendant had said to him (witness), "I am Wong Chik Cho," he would not have given an address e/o, Wong Wai Man. Defendant did not represent to him that he was Wong Chik Cho. Defendant might have told him that he was a clansman of Wong Chik Cho, but witness did not remember. In the usual course of business if a Chinese whom he knew well brought a document to him in another man's name he would not make enquiry regarding it, unless he had a special reason for doing so. If a Chinese whom he knew well signed in his presence a name by which he did not know him he would not make inquiries, as he would assume that the name was an alias or Tong name. It was the custom among Chinese to have an alias. Defendant was able to write sufficient English to write his name and address in English. He thought that as both names were Wong, one was a Tong name of defendant.

Mr. G. R. Haywood (Solicitor) was then called.

Prior to examining this witness, Mr. Whyte-Smith said he had given notice to the defence, calling upon the defendant to produce a letter written by Mr. Haywood to him on May 21st, 1925. He understood that this letter could not be produced.

Mr. Whyte-Smith then proceeded to question witness as to a press copy of the letter referred to.

Mr. Jenkin objected to this. Mr. Whyte-Smith remarked that he had sent a copy of the press copy of the letter to His Worship already.

Mr. Jenkin replied: Surely you have not done that in view of the fact that you may not be able to prove it?

Mr. Whyte-Smith said that he understood it was the general procedure to do so.

Mr. Jenkin remarked that it was not right and that it was a procedure that should be stopped. It would be almost impossible for His Worship to wash entirely out of his mind. It was not right to send it to the magistrate before it was produced in court.

Mr. Haywood stated that on instructions from Wong Nam Shei he wrote a letter to the defendant. He then produced a delivery chit book, but Mr. Jenkin objected to any statement re the delivery of the letter being made by witness. He said that his reason was that Mr. Haywood could not prove it. To obtain proof of the letter, it would be necessary to call the coolie who was said to have delivered it and also the clerk responsible for making the press copy.

Mr. Whyte-Smith: Suppose the coolie is dead or not in the Colony or that the clerk is not available. Does my friend suggest the delivery of the letter cannot be proved?

Mr. Jenkin: I do not suggest anything, but you are charging me with forgery and you have to prove it.

Mr. Haywood then left the box, it being stated that he would be recalled at the next hearing, when the necessary evidence with regard to the above matter would be produced.

Mr. Hooper, accountant of the Hongkong and Kowloon Wharf and Godown Company, produced records of shareholders and gave evidence from entries in the Company's books in respect of the registration and transfer of 50 shares in the Hongkong and Kowloon Wharf and Godown Company.

His Worship then adjourned the case for further hearing next Tuesday and Wednesday.

CORRESPONDENCE.

THE TRADE LOAN.

(TO THE EDITOR OF "THE HONGKONG DAILY PRESS.")

SIR.—This is at once an admission of ignorance and a plea for enlightenment. In your leader of to-day you state that "no bank, no reputable bank, would dream of issuing notes except against actual bullion in its possession."

Kindly advise if the Bank of England is required to keep full bullion equivalent against its note issue and, if this is the case, if this requirement cannot be waived, and has not been waived, by Act of Parliament.

Please state whether Banks in Canada or the United States have any bullion deposit whatever against their note issues and, if they have not, if they may, therefore, be considered of no repute.

Do the three note-issuing Banks in Hongkong have actual bullion equivalent to the amount of their note issues and, if this be so, did this condition hold throughout the War?

What is the promise to pay given on a local banknote and what is the definition of the currency of the Colony?

Can one, at all times, demand silver coin in exchange for banknotes at the issuing banks and, if so, has there ever been a time when local banks refused silver payment against their notes?

Are Sterling reserves in London taken into consideration in giving authority to local banks for their note issue?

Your advice will be greatly appreciated and will, no doubt, clear up a number of questions perplexing to others as well as to me.—Yours faithfully,

HONGKONG, OCTOBER 1st.

[Ed. Note: The Bank of England is required by Act of Parliament to publish the amount of bullion it maintains against its note issue. The figures are published weekly. In America it is the policy to deposit in the Treasury dollar for dollar for every note issue. (This is printed on U.S. notes.) The amount of bullion held by the note issuing banks in Hongkong is published periodically and is given once a month in the Government Gazette. The promise to pay on a local bank note is a promise to pay a British dollar for every dollar note. The dollar can always be demanded in exchange for notes and the banks have never refused to give them. At the beginning of the Great War they gave them gladly because the notes were at a slight premium. Sterling securities are deposited by local banks with the Crown Agents in London as part security for their note issues in Hongkong. Details are given in the Government Gazette.]

We have answered our correspondent's catchism. But if other readers are thirst for information and desire to follow his example we would suggest that they cut out the date line from the front page of three copies of the Daily Press (all of the same date) and forward these to us, together with a five dollar note. Then, perhaps, we will consider their requests. The five dollar note will not be regarded simply as "evidence of good faith," but will be used to our material advantage.]

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In this and bottles.
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VICHY-ETAT TABLETS
VICHY-ETAT COMPOUNDS
Digestive aerated water.
Refuse substitutes.

HONGKONG TIDE TABLE

From Oct. 3rd to 9th, 1925.

Days of Week	Days of Month	HIGH WATER				LOW WATER			
		H'g.	h.	m.	ft. in.	L'g.	h.	m.	ft. in.
Sat.	3	10	4	7	0	3	36	2	2
Sun.	4	10	14	6	8	4	22	2	0
Mon.	5	10	43	6	7	4	39	2	7
Tue.	6	11	11	6	8	5	10	2	0
Wed.	7	11	38	6	7	5	36	2	1
Thur.	8	12	3	6	6	6	54	2	3
Fri.	9	12	32	6	5	7	53	2	4

CHURCH SERVICES.

Union Church, Kennedy Road, Sunday
Services, October 4th:
Morning Service at 11 a.m.
Communion Service at Noon.
Evening Service at 6 p.m.
Preacher—Rev. A. H. Bray.

Wednesday, 7th Oct.—"Soldiers & Sailors"
Christian Association at 8.15 p.m.
Friday, 9th Oct.—Christian Endeavour Society
at 8.30 p.m.

First Church of Christ, Scotchman
Macdonnell Road, below Bowen Road, Tram
Station, Sunday, 11.15 a.m. Wednesday, 5.30
p.m. Reading Room open Tuesday and
Friday mornings—10 to 2.

THE PLAIN MAN.

IN PRAISE OF ONE WHO IS OF
ALL TIME.[BY D. B. WYNDHAM LEWIS, THE FAMOUS
ENGLISH HUMORIST.]

The year is 1789, and the scene a room in Windsor Castle. A tall footman, we may suppose, has just lighted the candles in the silver sconces and removed the tea equipage; and the curtains are drawn across the windows looking out across the Great Park. The Queen's women-in-waiting are sitting at their needlework; it is their hour off duty in that deary Court of George III. and Caroline, and they cackle decorously. Is Mrs. Schwellenberg there, the bullying old German harridan? I forget. Little Fanny Burney is there, however, inevitably cheerful in spite of the iron discipline of Windsor, which is soon to leave her a nervous wreck. Suddenly the door opens. There is a hurried rising and curtaining. The King enters, red-faced, stout, kind, fatherly, and dull. Fanny Burney describes the scene in her Diary. The King sat down by her, and began to discuss the theatre, complaining of the lack of "good modern comedies" and of the "extreme immorality" of most of the old ones.

"At last" (says Fanny) "he came to Shakespeare. Was there ever, cried he, 'such stuff as great part of Shakespeare?' Only one must not say so! But what think you—what? Is there not such stuff? What? What?"

"Yes, indeed, I think so, sir, though mixed with such excellences, that—'Oh!' cried he, laughing good-humouredly, 'I know it is not to be said! But it's true. Only it's Shakespeare, and nobody dare abuse him.'"

His most religious and gracious Majesty mentioned a number of things he disliked in Shakespeare, finishing by laughing again and exclaiming, "But one should be stoned for saying so!" He was a good man, was Farmer George, with his honest round face and his perpetual "What? What?" He did not understand very much; but then the best of us are not so very wonderful. I take George the Third to be the best type in all ages of the Plain Man, to whose praise and glory I have determined to compose this panegyric to-day.

God bless the Plain Man. I see him, conscientious and sedate, with a boiled sort of eye and a rather prominent nose, pursuing his way with rectitude and jibbing nervously at anything suspicious or nonsensical. (And quite properly. What words they use! *Par le splendour Dieu!* What words!) We are accustomed to regard him as of our own time, but he is not. He is of all time. Be sure that when the Athenians sat entranced at a new tragedy of Euripides there was a Plain Man in the midst of them saying (in Greek) that no doubt it was all very clever, and this high-brow stuff was all right in its way, but give him (the Plain Man) a good old rough-and-tumble Satyrus comedy and no frills. There was a Plain Man at the Court of King René who gloriously to the music of lutes and viols, the flames and darts of love. One may imagine the buzz of conversation that followed.

COURTIER: That was very fine, was it not?

THE PLAIN MAN: Yes. Very fine.

Is there more?

THE COURTIER: The *trouvére* Ramon de Vedraly is about to sing a sequence of sixteen *canzones* reflecting on the superior raptures of philosophic love, after which—

THE PLAIN MAN (doggedly): I see.

When do the tumbler come on?

For to the best type of Plain Man poetry is Death. He likes things expressed in a Plain Man way with no Film-Flams and Fantastic Fooleries. He guesses (for example) that such a statement as—

Night's candles are burnt out, and jocular day

Stands tip-toe on the misty mountains' tops

conceals something concrete and sensible about the dawn. Then why (asks the Plain Man with irritation) not say it plainly? For instance:

Sun rises at 4.40, sets 10.5.

(High water 9.15 at London Bridge.)

Fact! Fact! That is the cry. There was, once a poet who wrote four lines which some people pretend to rank among the loveliest in the English language:

From the lone shieling and the misty island

Mountains divide us, and the waste of seas.

But still the heart is strong, the blood is Highland.

And we in dreams behold the Hebrides.

On which a Plain Man (so I hear), having worried and puzzled out to some extent its meaning, dictated a letter to the poet—for he was, like so many Plain Men, a Business Man also—to this effect:

Tel. London Wall 6097, 987. Thru—needlet.

Tel. Address "Globularly," London, E.C.

Nov. 13—19—

Your Ref: Q/15/78/J.

DEAR SIR,—Our attention has been called to a statement by you that your view the Hebrides by means of dreams, though actually some distance away, may we suggest that Rich Blood is the secret of Sound Refreshing Sleep?

Insomnia, Dreams, etc., are most often caused by Anemia and Digestive Troubles. A simple and efficacious Remedy for this is—

GOOSEB'S GLOULES

(They Make the Stomach Sing!), a simple box of which we enclose, and remain, Faithfully,

(For Gooseb Products, Ltd.),

JAS. J. GOOSEB,

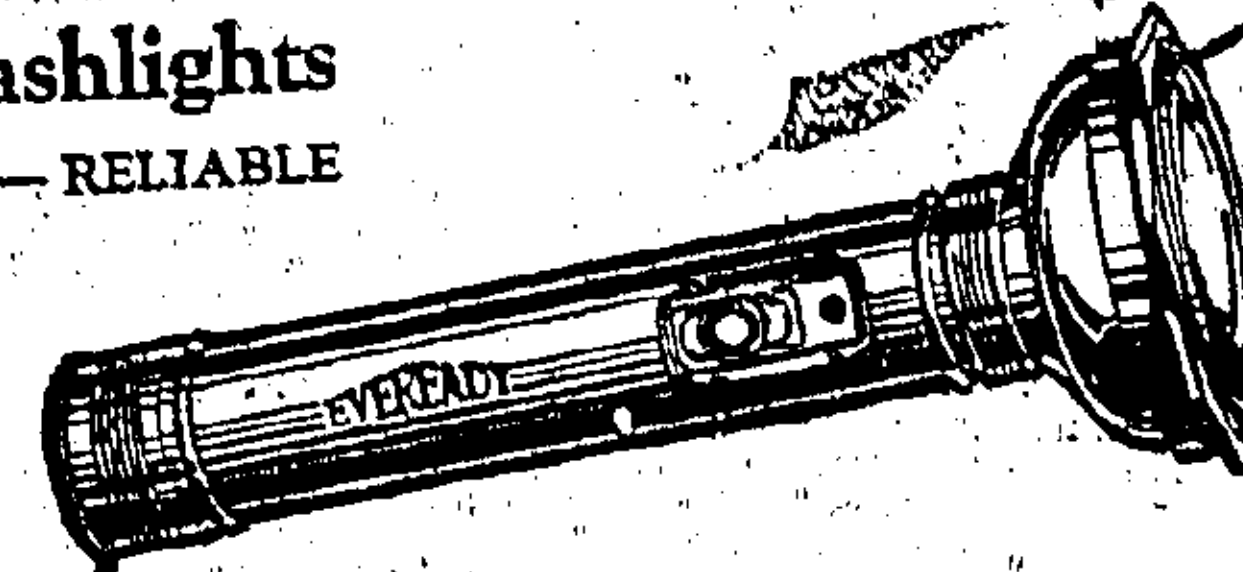
JJG/HF. Managing Director.

(Continued on next Column).

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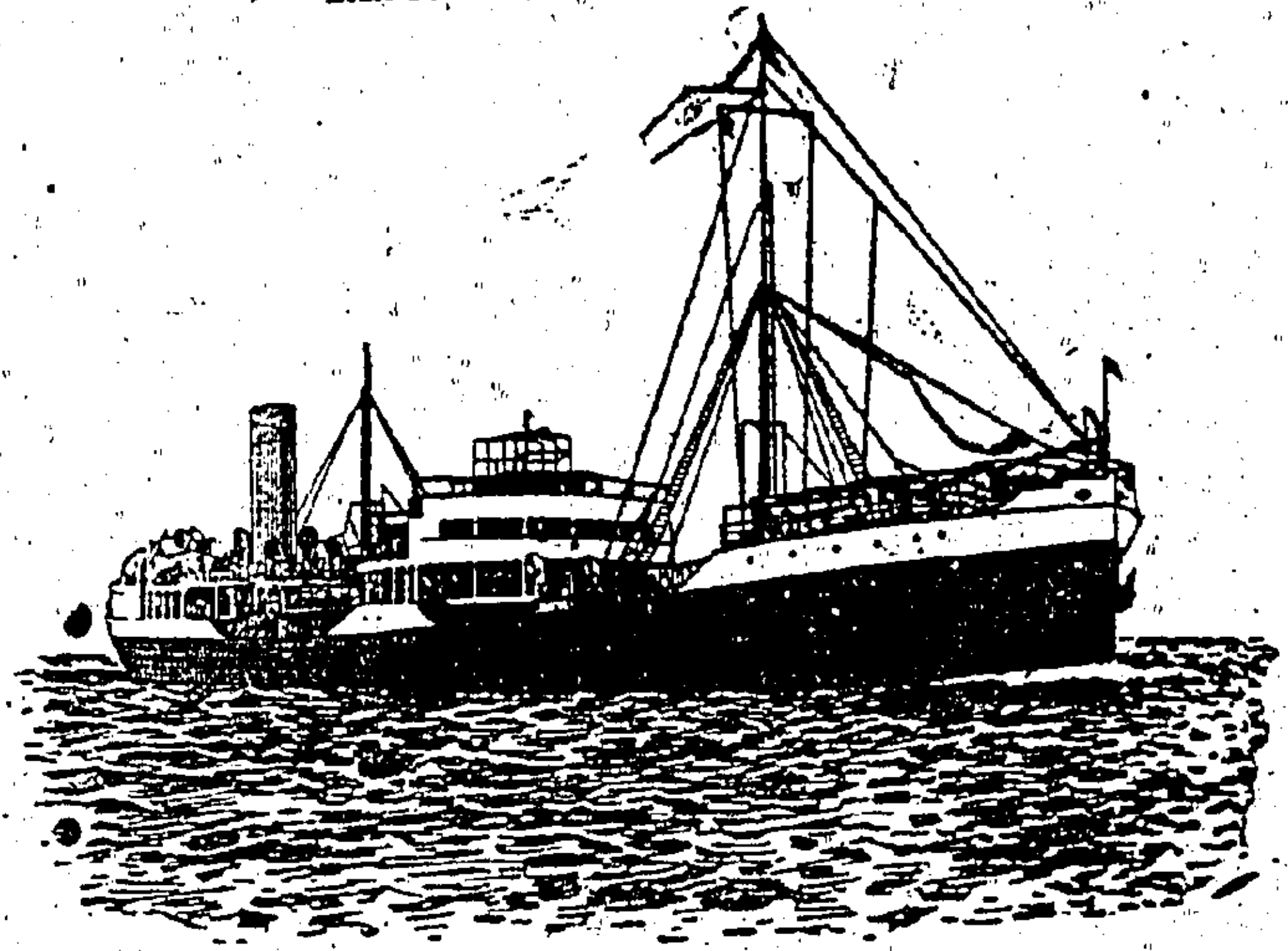
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Please address enquiries to the Chief Manager.
R. M. DYER B.Sc., M.I.N.A., Kowloon Dock Hongkong

P.S.—Has it ever occurred to you that your Gums may be screaming for Gum-Joy? GARDOL is like a Gale in the Mouth. But there was no reply.

O Plain Men! O my brothers (as Mr. Carlyle used to exclaim in his less despatching moments), be of good cheer! We are all together, you and I, and George III., and Henry the Eighth (and the Plain Man, indeed, though troubled with insanity and boils), and Mr. Cromwell (his servant, who summarily executed the abbot of Glaston, and Mr. Bowdler, who improved the plays of Shakespeare, and the Reverend Mr. Gastrell, who hewed down Shakespeare's mulberry tree at Stratford, and my Lord North and Ivan the Terrible and Henry Ford and the Iron Duke and Attila and William Henry Goofer of Ponders End, who was the first Plain Man to enunciate the shattering ultimatum—

"I know what I like,"

and Colonel Ramjar of the 23rd Kukris, who in the year 1885 wrote this brief and rousing letter to the *Times* on the subject of the vergers' strike of that year:

To the Editor of the *Times*:

SIR,—I am a plain man. Let us have no beating about the bush. Give 'em cold steel.

ROBERT HADAWAY RAMJAR, I.C. (ret.).

The Primings, Cheltenham.

Are we not a gallant company? O Plain Men, O my darlings, let me conclude, if you please, with a sober quotation from an eighteenth-century moralist, "Methought" (he says) "I was carried into a dark valley, where I perceived a young man ascending a mountain. In his hand he bore a banner inscribed *No Downy Nemesis*; and to each of his feet was chained a heavy weight, the one inscribed *Fancy* and the other *Imagination*. And I saw that two vultures called *Art* and *Unrestrained Trifling* were pecking at his vitals, and that around him circled several figures called *Fantasy*, *Poetic Folly*, etc., shooting at him with darts. But his eyes were turned steadfastly to the top of the mountain, where shining figures called *Practical Methods*, *Solid Profit*, and *One Hundred per Cent.* leaned down to beckon him onward and upward, amid a heavenly light. And I saw him struggle at length to the crest and there received, with ravishing choruses sung by several Bankers in vestments dazzling at the sight, I swooned away in rapture."

"Little Plain Men, little Plain Men of my son, I leave you with a benediction, out of Mr. Francois Rabalais:—

"*Mais recordez-vous, vieillards, Rabalais:—*"

"—The Daily Mail.

MILLIONS BY AIR.
GERMAN AEROPLANE FLIGHT
WITH £3,600,000.

REPARATIONS BONDS.

Nearly £10,000,000 in German bonds was taken to London on August 25th from Berlin by air.

They are part of the security offered by Germany in connection with the £40,000,000 loan to that country arranged under the Dawes Reparations Scheme, and will be held by the Bank of England.

There was considerable excitement when the treasure plane arrived at Croydon, which was not diminished by the precautions taken.

There were twenty bulky sacks, so heavy that each represented a good load for one man. They had been carefully sealed, and directly on arrival they were transferred to bullion vans and sent to the Bank of England in charge of police officers.

The machine which brought them was a three-engined Junkers, an all-metal monoplane, one of a fleet of similar machines used by the Europe Union, the Junkers Company, Netherlandische Wereldverkeer Company of Amsterdam, and the A.B. Aero Transport of Stockholm.

The journey from Berlin began on August 24th, but the machine had to remain overnight at Amsterdam, owing to bad weather.

Travelling with the bonds were two officials of the German Debt Commission, Herr Geheimrat and Herr Sommerfeld.

LUXURY PLANE.

The three-engined Junkers is an interesting example of German aeroplane design. Its three engines develop a total of 600 h.p., and the machine carries nine passengers in addition to a pilot and mechanic. It compares rather unfavourably with the Rolls-Royce used by Imperial Airways, and built four years ago, which carries 16 people with an engine power of only 700.

The whole of the Junkers machine is covered with thin sheets of corrugated duralumin, instead of the usual fabric, and the cabin is panelled in mahogany and luxuriously appointed.

It has a single wing of enormous strength, upon which several people can walk at the same time. This is placed below the cabin, and somewhat interferes with the passengers' view of the ground beneath.

S.S. "D'ARTAGNAN"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 5th Oct., 1925 at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Thursday, the 8th Oct., 1925 or they will not be recognized.

All damaged Packages will be examined on Monday, the 5th Oct., 1925 at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. BODENFUSHER, Agent.

Hongkong, 29th September, 1925. [2697]

S.S. "YANGTSE"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBROUGH, LONDON, &c., at the Window Glass and Steel Bars loaded at Saigon ex s.s. "LIBERTY LOUBERT BIE."

In connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4.00 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 5th Oct., 1925 at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Thursday, the 8th Oct., or they will not be recognized.

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No Fire Insurance has been effected.

R. BODENFUSHER, Agent.

Hongkong, 29th September, 1925. [2698]

SHIPPING NEWS

ARRIVALS.

October 1st.

Delaware, British str., 324 tons, Capt. A. Seaton, from Kwang Chow Wan, with a general cargo, lying at buoy No. 41.—W. O. S. S. Co.

City of Evansville, British str., 4,150 tons, Capt. D. Evans, from Hamburg, Singapore, with a general cargo, lying at Holt's wharf.—Bank Line

Kangsu, British str., 1,555 tons, Capt. A. Harrison, from Bangkok, and Hoikow, with a general cargo, lying at buoy No. 89.—B. & S.

October 2nd.

Benarues, British str., 3,071 tons, Capt. A. K. Tough, from Singapore, with 800 tons of general cargo, lying at Kowloon wharf.—Gibb, Livingston & Co.

East Legion, German str., 3,332 tons, Capt. Fr. Forzeilus, from Hamburg and Singapore, with a general cargo, lying at Kowloon wharf.—Reuter Brockman & Co.

Huddis, British str., 1,111 tons, Capt. S. Lynch, from Saigon, with a general cargo and rice, lying at buoy No. 43.—W. O. S. S. Co.

Huani, French str., 630 tons, Capt. L. Cruchot, from Haiphong and Port Bayard, with a general cargo, lying at buoy No. 43.—M.M.M.

Karmala, British str., 3,879 tons, Capt. R. H. Griffin, O.B.E., R.N.R., from Yokohama and Shanghai, with a general cargo, lying at buoy No. 41.—Mackinnon, Mackenzie & Co.

Lai Sang, British str., 2,224 tons, Capt. C. W. Falk, from Amoy, with a general cargo, lying at buoy No. 43.—Jardine, Matheson & Co.

Namwith, Portuguese str., 447 tons, Capt. S. Pimentel, from Kwang Chow Wan, with a general cargo, lying at buoy No. 43.—Tai Sing & Co.

Sicilia, British str., 4,171 tons, Capt. R. Harrison, from Bombay and Singapore, with a general cargo, lying at buoy No. 42.—Mackinnon, Mackenzie & Co.

CLEARANCES.

October 2nd.

Carl Legion, for Shanghai.

City of Evansville, for Shanghai.

Chana, for Miri.

Ingungu, for Milke.

Halegha, for Bangkok.

Hydrangea, for Swatow.

Kanmura, for Hongkong.

Nagasaki, for Singapore.

Nicola, for Shanghai.

Singapore, for Amoy.

Singapore, for Kwang Chow Wan.

PASSENGERS.

ARRIVALS.

Per *s.s. Sicilia*, on October 2nd: Mr. Martin, Mr. Winston, Mr. N. N. Javeri, Mr. B. C. Kapadia, Mr. A. S. Asher, Mr. C. H. P. Poonawalla, Mr. G. Potter, Mr. B. R. B. Vakli, Mr. and Mrs. Noble.

Per *s.s. Carl Legion*, on October 2nd: Rev. Hans Angwin, Mr. K. Smit, Mr. and Mrs. H. Fairbairn, and two daughters, Miss M. McFarlane, Mrs. L. Leopold, Master Gerd Leopold, Prof. and Mrs. W. Marx, Mr. G. Muth, Dr. W. Nauck, Mr. and Mrs. J. Pope and family, Dr. and Mrs. W. Schubert, Mrs. H. Schuler, Mrs. N. Schumann and daughter, Mr. H. Schutbauer.

DEPARTURES.

Per *R.M.S. Empress of Australia*, on October 2nd: Mr. H. A. Anderson and daughter, Miss H. August, Mr. V. L. Eschman, Mrs. W. R. Buckenrough, Mr. M. Carine, Mr. R. Dijkstra, Mr. E. H. Dorey, Mr. and Mrs. E. Edwards, Miss J. Gardner, Mr. L. A. Goedbloed, Mr. A. dos S. Gomes, Mr. H. H. Guembel, Mr. J. M. Haat, Mr. J. L. Heenan, Dr. P. Hermant, Dr. and Mrs. A. L. Hoops, Mr. and Mrs. E. Hughes, Mrs. M. Howatt Jones, Miss M. Sinclair, Master G. Sinclair, Dr. E. Jourdan, Mr. W. D. Kader, Mr. A. E. J. Knight, Mr. F. H. Mody, Madame Lily Negre, Dr. L. Noudin, Miss M. Nuttall, Mr. G. H. Piercy, Mr. H. S. Remedios, Mrs. E. Schroyer, Mr. E. H. Scott, Mr. F. D. Smith, Miss J. Stockwell, Dr. J. S. Webster, Mr. H. L. Wilson.

Per *s.s. President Taft*, on October 2nd: Mr. and Mrs. M. Barredo, Lieut. J. P. Barpero, Mr. H. E. Bergstrom, Mr. and Mrs. C. H. Baetjer, Lieut. R. E. Canby, Mr. D. S. Carli, Mrs. F. R. Cash, Mr. D. de la Paz, Lieut. L. D. Folmer, Mrs. W. E. Hicks, Mr. F. Hammond, Mrs. O. L. Hanson, Mr. and Mrs. E. T. Ireland and three children, Mr. and Mrs. L. B. Kegan, Miss H. G. Lake, Mr. H. M. Laib, Mr. R. E. McFie, Mr. J. R. McFee, Lieut. and Mrs. V. R. Moore and two daughters, Miss J. E. Mullin, Mr. A. Massaro, Mr. and Mrs. T. W. Noyes, Lieut. E. S. Pomeroy, Mr. E. Quijano, Mr. and Mrs. Wm. B. Reis, Mr. and Mrs. J. R. Sindlinger and child, Mr. R. W. Squires, Mr. P. S. Tesson, Mr. Carl Tiedeman, Master A. Zimmermann, Mr. E. C. Macallatag, Mrs. E. C. Eckerson, Mrs. R. F. Hans, Mr. A. A. Gutierrez, Mrs. E. Laspte, Mr. N. Wejancio, Mr. S. Mariano, Mrs. V. Golden, Mr. M. B. Puentebella, Mr. and Mrs. J. M. Clinton.

VESSELS EXPECTED.

Empress of Asia (C.P.R.), due October 5th.

SHIPPING NOTES.

Yesterday's shipping statement showed that the total number of vessels in the harbour at 9 a.m. was 92, of which 51 were British.

For the 24 hours ended at 9 a.m. yesterday there were ten arrivals, of which seven were British, one American and two Japanese. For the same period 14 vessels departed, including the *s.s. Amakusa Maru* and the *Haining* both for Swatow. Eleven vessels put in clearance for yesterday, including the *s.s. Fair Sun* for Swatow.

The arrivals were the *s.s. Karmala* (Br.) from Yokohama and Shanghai with 41 tons of silk and general cargo and mail; the *s.s. City of Evansville* (Br.) from Hamburg and Singapore with 100 tons of general cargo; the *s.s. Kangsu* (Br.) from Bangkok and Hoikow with 2,349 tons of general cargo, mail and livestock; the *s.s. Huddis* (Br.) from Saigon with 2,000 of general cargo and mail; the *s.s. Hydrangea* (Br.) from Swatow with 290 tons of general cargo and mail; the *s.s. Ninghai* (Br.) from Port Wallat; the *s.s. Bataria* (Br.) from Kwang Chow Wan with 100 tons of general cargo and pigs; the *s.s. President Taft* (American) from San Francisco and Shanghai with 973 tons of general merchandise and mail; the *s.s. Lago Alaba* (Japanese) from Valparaiso, Chile and Karatau with 1,100 tons of coal, 143 tons of merchandise and mail and the *s.s. Osaka Maru* (Japanese) from Yokohama and Moji with 709 tons of general cargo.

Other vessels arriving later yesterday were the *s.s. Yama Wah* (Portuguese) from Kwang Chow Wan with 210 tons of general cargo; the *s.s. Haini* from Haiphong and Port Bayard with general cargo and mail and the *s.s. Sicilia* with Straits mail.

CHINA COAST CHANGES.

The following are the latest changes on the China Coast:

Mr. J. Linaker, has signed off the *Tanulua* as supernumerary purser.

Mr. H. E. Hamilton and Mr. J. Chalmers have signed off the *Taiyuan* as master and first engineer, respectively.

Mr. H. F. Halls has signed off the *Taiyuan* as fourth engineer, and has signed on the *Haining* as second engineer.

Mr. J. M. Morren has signed off the *Pong Tong* as first mate.

Mr. T. W. Spence, *Pong Tong*, has gone second mate of the *Telemachus*.

Mr. W. W. Brewer, has signed off as master of the *Hydrangea*, and gone master of the *Derwent*.

Mr. E. P. Smith, *Kwang Fook Cheung*, has gone second mate of the *Derwent*.

Mr. A. Van Langenberg, *Haining*, has signed off third engineer and has gone second engineer of the *Derwent*.

Mr. N. Asquith has signed off the *Fus Sang* as second mate.

Mr. J. E. Evans, *Kwang Sang*, has gone second mate of the *Fus Sang*.

Mr. W. L. Forster and Mr. J. S. Saunders, both of the *Wing On*, have signed off as first mate and first engineer respectively.

Mr. W. J. Collon has signed off the *Sui An* as second mate.

Mr. N. Donald, has signed off the *Sacristia* as second mate.

Mr. D. Boji, has signed off the *Tanning* as third engineer and has gone second engineer of the *Pukhui*.

Mr. L. E. Paine has signed off the *Haining* as second engineer.

Mr. J. Wilson, *Nidna*, has gone third engineer of the *Haining*.

Mr. F. S. Macpherson, has signed off the *Tanning* as second mate, and has gone second mate of the *Chinua*.

Mr. C. W. Robson has signed off the *Gorgistan* as first mate.

Mr. E. T. Griffith, has signed off the *Lai Sang* as third mate.

Mr. J. W. McCabe, has signed off as third mate of the *Kwai Yang*, and has gone third mate of the *Kwai Sang*.

DOG'S LONG WALK HOME.

A fox terrier belonging to Mr. Arthur Pembroke, a stockbroker residing at Leigham Court-road, Streatham, S.W., and lost at Brighton by its master, arrived home in London on the following day, having travelled about 47 miles overnight.

It was found asleep on the doorstep, exhausted and footsore.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 2nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.24	29.80	29.93
Temperature	77	80	82
Humidity	74	80	69
Wind Direction	NE	E	E
Force	2	4	4
Weather	Ork	O	O
Rain	0.0	0.0	1.33

Highest open-air Temperature, on 1st ... 84

Lowest open-air Temperature, on 2nd ... 79

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SPECIAL FARES TO EUROPE

£120 £112 £83 £80

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BOOKINGS NOW OPEN FOR 1926

VICTORIA AND VANCOUVER

via SHANGHAI AND JAPAN PORTS

STEAMER	Hkong. Leave	Shai. Leave	Kobe. Leave	Yama. Leave	Vancov. Arrive
EMPRESS OF ASIA	Oct. 15	Oct. 18	Oct. 21	Oct. 24	Nov. 2
EMPRESS OF CANADA	Oct. 30	Nov. 2	Nov. 5	Nov. 8	Nov. 16
EMPRESS OF RUSSIA	Nov. 12	Nov. 15	Nov. 18	Nov. 21	Nov. 30
EMPRESS OF AUSTRALIA	Nov. 27	Nov. 30	Dec. 3	Dec. 6	Dec. 15
1926					
EMPRESS OF ASIA	Jan. 7	Jan. 10	Jan. 13	Jan. 16	Jan. 25
EMPRESS OF CANADA	Jan. 22	Jan. 25	Jan. 28	Jan. 30	Feb. 8
EMPRESS OF RUSSIA	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22
EMPRESS OF AUSTRALIA	Feb. 19	Feb. 22	Feb. 25	Feb. 27	Mar. 10
EMPRESS OF ASIA	Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 22
EMPRESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 36
EMPRESS OF RUSSIA	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19
EMPRESS OF AUSTRALIA	Apr. 16	Apr. 19	Apr. 22	Apr. 24	May 3
EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 15	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 29	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 18	June 19	June 30
EMPRESS OF ASIA	June 25	June 27	June 30	July 3	July 12

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 7	Oct. 9	EMPRESS ASIA	Oct. 10
Oct. 21	Oct. 23	EMPRESS CANADA	Oct. 24
Nov. 4	Nov. 6	EMPRESS RUSSIA	Nov. 7

Passenger Department: Tel. C. 752. Cables: GACANFAC.

Freight and Express: Tel. C. 42. Cables: NAUTILUS.



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Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America \$2400, G. \$420, G. \$440.

YOKOHAMA MARU ... Wednesday, 25th Oct. at 11 a.m.

KAGA MARU ... Thursday, 19th Nov.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

SUWA MARU ... Saturday, 10th Oct. at 11 a.m.

FUSHIMI MARU ... Saturday, 24th Oct. at 11 a.m.

HAKOZAKI MARU ... Saturday, 7th Nov.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... End of Oct.

LIVERPOOL via ADEN & MARSEILLES.

TSUSHIMA MARU ... Middle Nov.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st Oct. at 11 a.m.

MESHIMA MARU ... Wednesday, 18th Nov.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Monday, 12th Oct.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

AWA MARU ... Monday, 2nd Nov.

CALCUTTA via Singapore, Penang & Hongkong.

MURORAN MARU ... Wednesday, 9th Oct.

BOMBAY via Singapore, Penang & Colombo.

TOTTORI MARU ... Sunday, 11th Oct.

NAGASAKI, KOBÉ & YOKOHAMA.

MISHIMA MARU ... Thursday, 15th Oct.

SHANGHAI, KOBÉ & YOKOHAMA.

DELAGOA MARU ... Saturday, 3rd Oct.

TOKUSIMA MARU (Moji direct) ... Monday, 5th Oct.

HAKUSAN MARU ... Tuesday, 8th Oct.

KITANO MARU ... Wednesday, 20th Oct.

For further information, apply to: NIPPON YUSEN KAISHA.

S. KINOSHITA, Manager.

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SAILINGS FOR EUROPE:

s.s. "OOSTERK" ... 2nd Nov. 1926

s.s. "OUDEKERK" ... Beginning of Dec. "

ARRIVALS FROM EUROPE:

s.s. "OOSTERK" ... 19th Oct. 1926

s.s. "OUDEKERK" ... 17th Nov. "

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

STRAITS & CALCUTTA	"IAHSANG"	Saturday	3rd Oct. at 3 p.m.
TIENTSIN	"CHEONGSEING"	Wednesday	7th Oct. at Noon
KOBÉ via MOI	"NAMRANG"	Monday	12th Oct. at Noon
STRAITS & CALCUTTA	"HOSANG"	Monday	12th Oct. at 3 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Saturday	17th Oct. at 3 p.m.
KOBÉ via MOI	"FOOKSANG"	Thursday	22nd Oct. at 7 p.m.

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CALCUTTA-HONGKONG-JAPAN LINE	EVERY TEN DAYS
SHANGHAI-HONGKONG LINE	EVERY THREE DAYS
HONGKONG-MANILA LINE	EVERY SATURDAY FROM BERN PEARS
HONGKONG-HAIPHONG LINE	EVERY SUNDAY FROM BERN PEARS
HONGKONG-BORNEO LINE	EVERY FORTNIGHT
HONGKONG-TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG-BANGKOK LINE	EVERY WEEK

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OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"CARMARTHENSHIRE"	15th Oct.	"GLENAMORY"	4th Oct. 11 a.m.	
"GLENAMORY"	1st Nov.	"GLENAMORY"	London, Rotterdam & Hamburg.	
"CARMARTHENSHIRE"	12th "	"GLENAMORY"	13th Nov.	
"GLENAMORY"	25th "	"GLENAMORY"	London, Rotterdam & Hamburg.	
"GLENAMORY"	24th "	"GLENAMORY"	13th Nov.	

Movements are subject to change without notice.

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"PRESIDENT McKinley" ... Oct. 16th, 5.00 p.m.

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Copies

THE MILITARY SITUATION. GREAT GATHERING OF DIFFERENT FACTIONS.

AMMUNITION AND TWENTY CENT PIECES FOR THE ARMIES.

[BY OUR CHINESE CORRESPONDENT.]

Reports from anti-Red sources state that troops formerly under Hsu Chung Chi and stationed at Pingshan and Tamsui surrendered to the anti-Red command on October 1st. General Chan Kwing Ming having previously expressed approval of incorporating them with his forces. On hearing of the surrender, the Red Headquarters in Canton rushed further troops to the Eastern front by way of the Canton-Kowloon Railway, which will be used for troop transportation exclusively for the next few days.

As far as the Southern front is concerned it is stated that all troops now in the districts around Kowloon, although nominally flying the Red standard, will ultimately ally themselves with the anti-Reds led by General Chan Kwing Ming.

MONEY AND AMMUNITION.

Another Chinese correspondent writes: Whilst General Chan Kwing Ming is enlisting the help of the Tsuchuns of Kiangsi, Hunan and Fukien in his anti-Red campaign, General Chiang Kai Shek, the Red General, has not been idle. He is making arrangements for mercenary troops to come to Kwangtung to co-operate with him in an attack upon General Chan.

General Hung Hui Wu, of the Szechuan Army, is reported to have arrived at Lin Chow, a town in the Lia Shan district near the northern border of Kwangtung, with no fewer than 17,000 troops. Arrangements for camping his troops in the Yung Shan district have been completed, but in view of the fact that his troops are not well-armed General Hung has proceeded to Canton and applied to Chiang Kai Shek for a loan and military supplies. It is reported that General Chiang acceded to the request and that \$200,000 in twenty-cent pieces together with 200 cases of ammunition have been forwarded to Lin Chow. Messrs. Mo Shui Ki and Wong Sun Wu, special representatives of Chiang Kai Shek are now on their way to inspect the Szechuan troops in this sector.

GENERAL CHIANG'S ARMY.

There were extensive military movements in and around Canton on September 30th. In view of the urgency of the situation in the East River District, General Chiang Kai Shek is reported to have left Canton for this district with an army of 15,000 men comprising 9,000 Whampoa Cadets, 3,000 men from General Chan Ming Shu and 3,000 from Brigadier-General Wong Mow Kun. The war equipment of this army is stated to be 50 field-guns of Russian make, 60 machine-guns, 30 automatic machine-guns and 20,000 rifles.

General Tan Yan Kai has been entrusted with the responsibility of defending Canton while General Li Chai Sun will defend the Southern Districts and the newly-arrived General Hung Hui Wu will be responsible for the defence of Northern Kwangtung.

CANTON SAILINGS.

NUMBER OF PASSENGERS INCREASED.

In view of the restrictions having been relaxed at the Canton end and the fact that the majority of the passengers taken up by the *Huonan* on her last trip were able to land without interference, there was a noticeable increase in the number of passengers departing for Canton by the steamer yesterday morning. The increase in the passenger list is an indication of a return to more normal conditions.

There were nearly 60 first-class passengers, 100 second-class passengers and about 30 or 40 deck passengers. If all these passengers manage to land without difficulty or molestation from the strike question and the lack of medicine has provoked strong protests from anxious parents requiring medical attention for their children.

As previously announced, the *Futshan* is likely to be placed on the Hongkong-Canton run again next week and it is now understood that the *Paul Beny*, now under charter to Macao since the cessation of Canton sailings, will probably shortly resume her sailings to the Cantonese ports.

The *Tung On*, which has been under the white ensign for about two months, has now been returned by the naval authorities to her owners. The transfer took place yesterday morning, the naval ratings being replaced by a civilian crew.

The *Tung On* came back from Canton on Thursday afternoon and went along-side the Naval Yard for the last time. It is understood that she is now to go to dock at Taikoo for overhaul purposes, and that after that she may be placed on the Hongkong-Macao run for a time. Nothing definite in this connection has yet been decided, however.

CANTON NEWS ITEMS.

THE "GREAT HIGHWAY" TO WHAMPOA NEAR COMPLETION.

The Canton-Whampoa road being almost completed, the Canton authorities have decided to continue the work and will construct another road from Chuen to Tungkong Hou. The Canton-Whampoa highway has been officially designated the Chungshan Road, in honour of the late Dr. Sun Yat Sen.

CANTON-HANKOW RAILWAY.

Hsu Soo Chung, formerly manager of the Canton Telephone Exchange, has been appointed managing-director of the Canton-Hankow Railway, Kwangtung Section, to succeed Hsu Chung Hui, who left Canton recently with his brother, Hsu Chung Chi, in the second *clomp d'état* in Canton.

FEWER KWANGTUNG JUDGES.

To lessen the expenses of the judicial department in Canton, permanent judges are to be dispensed with in the district and the circuit courts in many of the more remote and less important cities. Judges will visit these places periodically to hold courts. The courts in Canton proper will not be affected by this new system. In Canton City, there is a supreme court receiving appeals from all courts of Kwangtung and Kwangsi provinces under the Kuomintang régime, a high court of justice which is supreme in Kwangtung, and a district court for local cases. Minor cases, however, usually go to the Namhoi and the Pungu Magistrates or to the police. The Attorney-General of the Kuomintang Government in Canton for the time being is Loo Hing Yuan, M.A., LL.B., a graduate of Oxford and a member of the British Bar.

THE CHIEF OF POLICE.

Wu Te Chen, chief of police in Canton, submitted his resignation to the Canton Municipal Council on September 29th, giving as his reason his desire to devote his whole attention to his duty as commandant of the Gendarmes, a post which Mr. Wu also holds. The real reason, according to reports current, however, is said to be General Chiang Kai Shek's supremacy. Since General Chiang took over full control of the Canton situation, even the appointment of a police clerk has to receive his sanction. The other day he recommended two of his men to Wu, suggesting one for the position of secretary and the other as chief inspector of the Police Headquarters. With the principal positions in the police department going to Chiang's following, Wu Te Chen thinks it might be well for him to depart; hence the resignation. So far, however, the Municipal Council, presided over by Dr. C. C. Wu, has not yet acted in the matter. Mr. Wu has been in the Canton police service for more than two years.

REPORT FROM WUCHOW.

A Wuchow report says that the troops in Chingsai and Chenpin in Kwangsi have revolted against the Kuomintang authorities and have gone over to the "anti-Reds" commanded by Tsuchun Tang Chi Yao of Yunnan.

PROTEST AGAINST TAXATION.

The strike of the druggists in Heungshan against further taxation imposed by the Bolsheviks and their refusal to dispense the prescriptions of native doctors is causing alarm among the people. The suspension of business by the drug shops is regarded as a life and death question and the lack of medicine has provoked strong protests from anxious parents requiring medical attention for their children.

SWATOW NEWS.

OFFICIAL NAVAL REPORT.

A report regarding the Swatow position received by the Naval authorities states that troop movements are said to have taken place.

The message gives the positions of the Red and anti-Red forces as under: Anti-Red forces: right wing centred round Hengli and Ping Shan; left wing at Jan Shen.

Red forces have retreated to Tam Li. The message also states that more Chinese domestics have returned to the homes of British residents.

According to reports in the vernacular papers, the Swatow authorities are using their water police to protect foreign shipping in their port and to keep off agitators or strike leaders.

It is hinted that the anti-Red rulers are afraid to expel the boycott sponsors for fear of being accused of lack of patriotism and of opposing the "national cause." However, foreign firms are preparing for a return to normal times, states one report.

The Japanese Consul is mentioned as having derived little satisfaction in an interview with Wong Kwong (the present Foreign Commissioner) - the Chinese having suggested certain "terms of settlement" which have to be carefully considered.

THE TRADE LOAN.

LETTER OF THANKS FROM CHINESE CHAMBER OF COMMERCE.

It will be recalled that following the receipt of the telegram from the Secretary of State for the Colonies replying favourably to the Governor's request that the Home Government should arrange a loan of £3,000,000 to relieve the financial stringency in the Colony, a meeting of the Committee of the Chinese General Chamber of Commerce was held at which resolutions were passed to thank H.K. The Governor and His Majesty's Secretary of State.

In accordance with these resolutions, the following letter has been sent by the Chamber to the two Chinese Members of the Legislative Council for transmission to the Government.

30th September, 1925.

"Sirs, I have the honour to inform you that at a meeting of the General Committee of this Chamber held on the 25th September, the following two resolutions were passed, and to ask you to transmit them to the Government:—

- (1) That this Chamber respectfully expresses its profound gratitude to His Excellency the Governor and the senior officials for the great sympathy they have shown in the matter of their petition for Government financial assistance, and the readiness and despatch with which they have secured a loan of £3,000,000 from the Imperial Government to relieve the existing financial stringency.

(2) That this Chamber also respectfully expresses its deep gratitude to His Majesty's Secretary of State for the Colonies for the kind interest and practical sympathy he has shown for Hongkong by at once approving of the said loan of £3,000,000 to the Colony.

I have the honour to be, Sirs, Your obedient servant,

(Signed) Li Yai Tsen, Chairman.

The Hon. Messrs. Chow Shou Son, and R. H. Kotewall.

ADVISORY COMMITTEE.

A meeting of the Government Advisory Committee was held yesterday to consider the steps that should be taken to make the trade loan available within the Colony. As is known, this Committee comprises the Colonial Treasurer, the managers of the four British banks, the Hon. Mr. H. R. Kotewall and Mr. R. Sheehan. Certain recommendations were drawn up and it is probable that these will be submitted to the Government to-day.

BANDITS' ATTACK ON TRAIN.

THE CANTON-KOWLOON RAILWAY AFFAIR.

Very conflicting reports concerning the hold-up by bandits of the Kowloon-Canton train on September 18th, have appeared in the vernacular papers, but a passenger on the train at the time, who returned to Hongkong yesterday, now relates his version of the affair. There were ten Europeans on the train, six states, including some ladies, and the usual Chinese passengers. Everything went well until they reached a spot near Nanshan, where the train was derailed. Here the passengers had to walk to the next station and board another train. At Sheklung the train was boarded by a guard of 50 Chinese troops, and when near Wuchang bandits opened fire on the train, which, however, quickened speed and passed through the danger zone.

Later on an order came from the soldiers on board that the train must stop. This was disregarded and firing took place. The train was eventually forced to stop. The visitors turned out to be friends, being troops from the Canton Government placed there to guard the railway from bandit attacks. The driver of the train was severely reprimanded by the soldiers for disregarding the order to stop, but was excused when they learned of the experience the train had been through and the natural conclusion that the train had encountered another robber gang.

The passengers were assured by the soldiers that the line from there to Canton was quite safe, and a journey attended with many incidents closed when Canton was reached at 2.30 in the morning. Two soldiers and a woman were injured by the bandits' fire.

MORE ARMS ON "SUI YICK."

REVOLVERS FOUND ON "CAMP FOLLOWERS."

Prior to the 201 Cantonese "Red" troops found on the *Sui Yick* being put on the noon train at Kowloon en route for Shamshu, the border station, on Thursday, (reported in yesterday's *Daily Press*), a final search of their persons and baggage was carried out by detectives and police at the railway station.

On some of the "boys" accompanying the soldiers as sort of camp-followers, and in baggage and pillow cases were found a number of Mauser pistols and a Luger pistol. A quantity of ammunition was also discovered, and at least one of the weapons was loaded. The pistols and ammunition found were confiscated, along with the arms and ammunition previously discovered.

CONFERENCE WITH THE STRIKERS.

HONGKONG DELEGATES ASKED TO DRAW UP TERMS.

TWO MEETINGS HELD WITHOUT RESULT.

The first meeting of the Hongkong Delegates and the Strike Committee was held on the 29th ultimo. Mr. So Shiu Ching, the former President of the Chinese Seamen's Union at Hongkong, and now Chairman of the Strike Commission, presided. He said that the conditions as suggested by the Strike Commission, were "most amicable" and he hoped that, after their consideration, the Hongkong Delegates would accept the whole of them in order that an early settlement might be effected.

In reply, the Hongkong Delegates said that the first four conditions concerned the Hongkong Government and they could not discuss them at all. As regards the other conditions, however, they hoped the Strike Committee would revise them so that they might send them to their colleagues in Hongkong for consideration.

A member of the Strike Commission then asked what was meant by revision and he suggested that it would be far better if the conditions to resume work were drafted by the Hongkong Delegates and submitted to the Strike Commission for their consideration.

At a second meeting held on the 30th ult., however, no suggestions in regard to the resumption of work were made by the Hongkong Delegates. The question discussed was one concerning the resumption of traffic between Hongkong and Canton and the meeting was eventually adjourned without any fruitful result.

THIRTEEN SHIPS.

VESSELS IN THE HARBOUR YESTERDAY.

There were thirteen big ships in the harbour at noon yesterday, but one of these, the Blue Funnel *Rhezenor* departed shortly after that time, reducing the number by one and doing away with any question there might be on the matter of a lucky or unlucky number.

The vessels in the harbour, comprising the above number, were the *s.s. Karma* and the *s.s. Sicilia* (P. & O. vessels at harbour buoys); the *Indo-China* *Lai Sang* from Calcutta, near them; the *s.s. Taiyo Maru*, opposite the Harbour Office; the *Ango Maru* and the *Blue Funnel Philoetetes*. At the Kowloon wharves were the *Empress of Australia*, the *Dollar* liner *President Taft*, the *Ben Line Denrimmen*, the *Ostaka Maru* and the German *s.s. Carl Legien*. At Bolt's Wharf was the *City of Evansville* and the *Blue Funnel Rhezenor*, which departed, as mentioned above, just after noon.

ALLEGED COAL STEALING.

FOUR MEN COMMITTED FOR TRIAL.

The case before Mr. E. W. Hamilton at the Kowloon Magistracy in which five Chinese are charged with the fraudulent conversion of five tons of coal, with an alternative charge of common larceny, was continued yesterday afternoon. Three of the men belonged to the Blue Funnel launch *Powidon*, and the other two to the *Tai Yik* *Pony* launch (Messrs. Watson & Co.).

Mr. Bennett prosecuted on behalf of the Ocean Steamship Company. Mr. D. McCallum appeared for the first three men and the other two were represented by Mr. Leo d'Almeida.

After hearing further arguments His Worship discharged the fifth prisoner, and committed for trial the four remaining men.

NOTED PIANIST.

MISCHA LEVITSKI'S PROGRAMME.

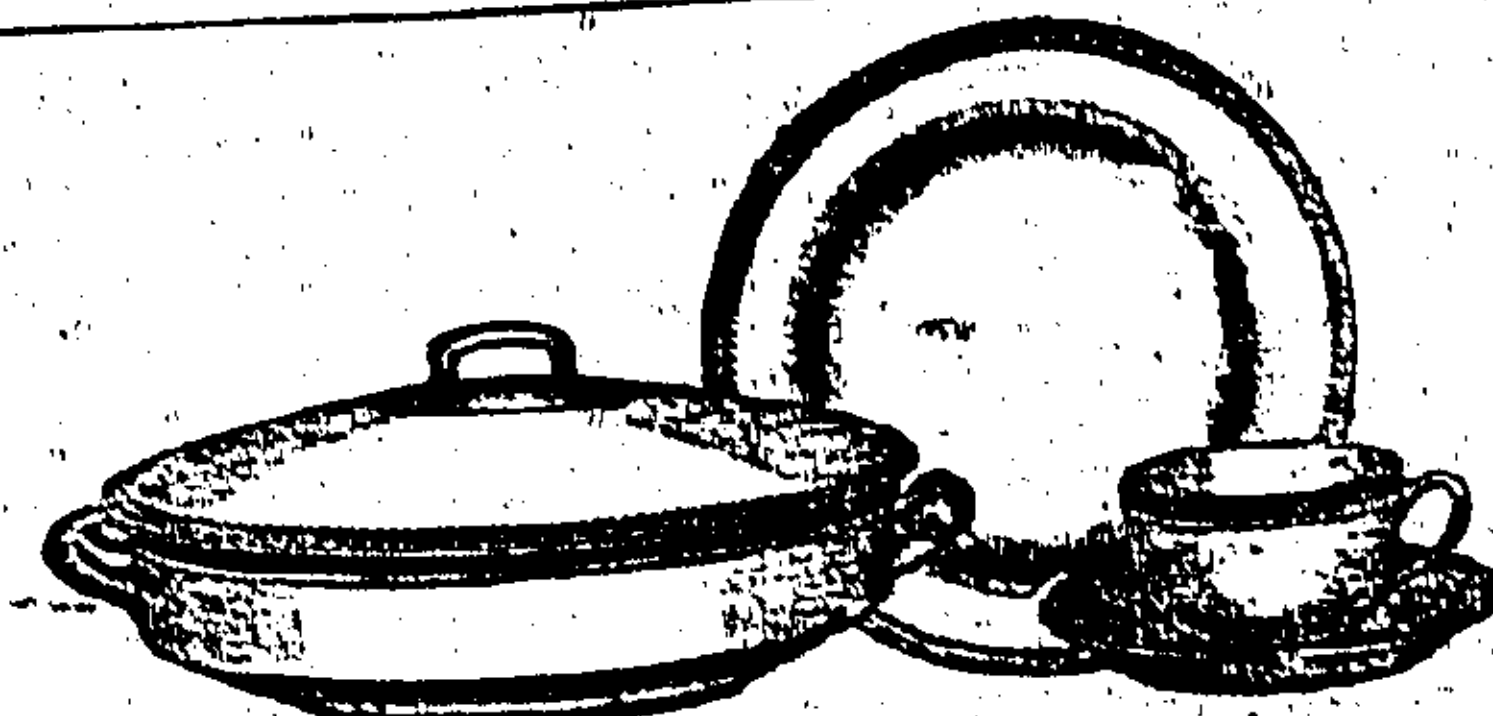
The programme to be given by Mischa Levitski, the noted pianist, at the Theatre Royal, this evening, will be as follows:—

I. Organ Toccata and Fugue, D minor: Bach-Taubing.
Melody from Orfeo: Gluck-Sgambatti.
Sonata, Op. 57: Appassionata: Allegro Assai; Andante con Moto; Allegro ma non troppo—presto, played without interruption.—Beethoven.

II. Nocturne, F. Sharp major, Op. 15, No. 2: Chopin.
Etude, G. Flat (Butterfly), Op. 25, No. 9: Chopin.
Etude, G. Flat (Black Keys), Op. 10, No. 3: Chopin.
Waltz A. Flat, Op. 64, No. 3: Chopin.
Scherzo, C. sharp minor, Op. 29: Chopin.

III. Trois en train: Tschakowsky.
La Jodelouise: Monzkowski.
Rhapsody No. 6: Liszt.

"BLACK ALARIC" PATTERN CHINAWARE.



(Black Grecian Key Border with Gold Lines on Edges and Gold Handles.)

WE HAVE JUST RECEIVED A FRESH CONSIGNMENT OF THIS LATEST DESIGN WHICH IS ALWAYS IN STOCK. THE PRICES OF EACH ARE AS FOLLOWS AND ANY ODD PIECES CAN BE SUPPLIED:—

PLATES, SOUP	\$10.50 doz.	BREAKFAST CUPS & SAUCERS	\$13.00 doz.
PLATES, FLAT		TEA CUPS & SAUCERS	\$12.00 doz.
(5 Sizes) from \$5.00 to \$5.50 doz.		COFFEE CUPS & SAUCERS	\$9.00 doz.
DISHES, OVAL		SUGAR BOWLS	60 cts. each
(5 Sizes) from \$1 to \$3.50 each		JUGS (4 Sizes) from \$1.75 to \$2.50 each	
VEGETABLE DISHES \$6.00 & \$8.00 each		BUTTER DISHES	\$2.50 each
SAUCE TURKEYS	\$7.00 each	COFFEE POTS	\$3.00 each
SAUCE BOATS	\$2.25 each	EGG CUPS	\$4.25 doz.
FRUIT COMFORTS	\$4.50 & \$5.00 each	SLOP BOWLS	75 cts. each
FRUIT PLATES	\$4.20 doz.	BREAD & BUTTER PLATES	\$1.75 each
TEA POTS	\$2.50 to \$4.00 each.		

(CHINA & GLASS DEPT.)

LANE, CRAWFORD, LTD.

Tel. 4567.

WE OFFER YOU
AND
GUARANTEE

THIS EXCEPTIONAL VALUE.

FANCY HOSE

OF
SILK and WOOL

Prices:—\$1.50, \$2.00, \$2.50 A Pair.

THE WING ON CO., LTD.

"IOLANTHE"

RECORDS

MUSIC AND

BOOK OF WORDS

AT

ANDERSON'S.

W.M. POWELL, LTD.
TELEPHONE 3146.

VIYELLA PYJAMAS.

WE HAVE RECEIVED A WONDERFUL SELECTION OF DESIGNS OF THE ABOVE. READY TO WEAR OR MADE TO MEASURE.

TAILORS AND OUTFITTERS.

PEDDER STREET.



\$14.50 PAIR

NEW ADVERTISEMENTS

ROYAL HONGKONG YACHT CLUB.

THE TWENTY-FIRST ANNUAL GENERAL MEETING will be held at the Club House, North Point, on FRIDAY, the 18th INSTANT, at 5.30 P.M.

A. W. TUCKER,
Hon. Secretary.

[2709]



NOTICE:

ALL MOTOR VEHICLES proceeding to the RACES on the 10th and 12th INSTANT, will proceed via QUEEN'S ROAD EAST, ARSENAL STREET, PRINCE STREET, WANCHAI ROAD, MORRISON HILL ROAD, LEIGHTON HILL ROAD and Round the HAPPY VALLEY to the Entrance Gates. VEHICLES will return to TOWN via MORRISON GAP ROAD and QUEEN'S ROAD EAST.

P. P. J. WOODHOUSE,
Capt. Supt. of Police.
Hongkong, 1st October, 1925. [2711]



MAGISTRACY.

NOTICE IS HEREBY GIVEN THAT A MEETING of the LICENSING BOARD will be held in the Council Chamber, on FRIDAY, the 9th DAY OF OCTOBER, 1925, at 12 Noon, for the purpose of considering Applications for PUBLICAN'S LICENCES, HOTEL KEEPERS' ADJUNCT LICENCES and RESTAURANT KEEPERS' ADJUNCT LICENCES for the year 1925-1926 under the Liquors Consolidation Ordinance, 1911.

Forms of Application may be obtained at the Magistracy.
All Applications must be forwarded to the Magistracy on or before SATURDAY, the 10th DAY OF OCTOBER, 1925, and must be accompanied by a Deposit of Four Dollars.
Applicants for Transfer or New Licences, and Persons objecting to such Applications, must appear in Person.

C. WILLSON,
Secretary to the Licensing Board.
2nd October, 1925. [2713]

PROMENADE CONCERT

VOLUNTEER HEADQUARTERS

FRIDAY, 9th OCTOBER, 9.15 P.M.

THE CREAM OF LOCAL TALENT

ASSISTED BY THE BAND OF THE

1st BATTALION, EAST SURREY REGT.

BY KIND PERMISSION OF

Lt.-Col. MONTAGUE BATES, C.B.

CMG, D.S.O., AND OFFICERS

ALSO THE

H.V.D.C. SCOTTISH CO. PIPERS AND

DANCERS.

ADMISSION—\$1.00

[2708]

THE BEN LINE STEAMERS.

LIMITED.

FROM LEITH, MIDDLESBRO', ANT-

WERP, LONDON AND STRAITS.

THE Steamship

"BENRINNES."

Consignees of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns and/or extra hazardous

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence, and/or from the

wharves, Delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 9th instant, will be

subject to Rent.

All Claims against the Steamers must be

presented to the Underigned on or before 18th

instant, or they will not be recognized.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on the 9th instant, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,

Agents.

Hongkong, 2nd October, 1925. [2707]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM

NAVIGATION CO.'S STEAMER

"SIJILIA."

ARRIVED HONGKONG ON 2ND OCT. 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-

named Vessel are hereby informed that their

Goods are being landed and placed at their

risk in the Hongkong and Kowloon Wharf and

Godown Company's Godowns at Kowloon,

where, and/or from the Wharves, Delivery may be obtained.

This Vessel brings on Cargo from Persian

Gulf or B.S.N. and B. & P.S.N. Co's

Steamers.

Optional Goods will be landed here unless

Instructions have been given to the contrary

8 hours before arrival of the Steamer.

Goods not cleared within 8 days, including

date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignees,

NEW ADVERTISEMENTS

CONSULADO DE PORTUGAL.

CERVEIRA DE ALBUQUERQUE, Com. s.º, Geral do Portugal informa a Comunidade Portuguesa de Hongkong que no dia 5 de OUTUBRO, 15 ANIVERSARIO DA IMPLANTACAO DA REPUBLICA, recebera todos os cidadaes Portugueses que o queira honrar com a sua visita, na Sala Luis de Camoes do Club Lusitano das 11.30 a 1 Hora da Tarde. [2711]

BEAUTIFUL SIAMESE KITTEN.

WANTED—A GOOD HOME for a Three Months Old SIAMESE KITTEN (MALE). Apply—HOME, 367, THE PRINCE. [1124]

NOTICE:

I, The Underigned Have THIS DAY ESTABLISHED MYSELF as a STOCK, SHARE and GENERAL BROKER under the Firm Name of R. T. MATHESON & Co. Temporary Address: c/o HONGKONG CLUB. R. T. MATHESON. Hongkong, 1st October, 1925. [2705]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING-LOTS, ESTATES Negotiated for RENT, AUCTION, or PRIVATE SALE. Management arranged for Clients proceeding abroad. Telephone C. 4630. SMALL INVESTORS, 10, DES VOGES ROAD. [2634]

TO LET.

SWANAGE: TO LET—Furnished, For One Year or Longer from BABLY SPRING, 1926. Small, Convenient House: Four Bed-rooms, One Dressing-room with Bed, Three Sitting Rooms. Five Minutes from Sea. Twenty Minutes from Schools and Town. First-rate Hot Water Service. Small Garden. Excellent Maid by Arrangement. Rent: FOUR GUINEAS WEEKLY. Apply—PLUMBERS AGENCY, SWANAGE. [2656]

TO LET.

ON or About MARCH, 1926, WHOLE FLAT or SPACIOUS SUITE of OFFICES in the "FRANCE BUILDING" or "VICTORIA BUILDING," No. 5, QUEEN'S ROAD CENTRAL (between CHARTERED BANK and MESSANVILLE BANK). Apply to—BANQUE DE L'INDOCHINE, Charter Road. [2607]

COMMODIOUS PREMISES ON GROUND FLOOR, 16, DES VOGES ROAD CENTRAL.

World make Admirable Showroom. For full particulars, apply to—THE MANAGER, HONGKONG AND CHINA GAS CO. [2514]

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement). Apply—SECRETARY, A. S. WATSON & Co., Ltd. 2032. [2603]

TO LET.

OFFICES in UNION BUILDING—THREE ROOMS on Fifth Floor. Apply—UNION INSURANCE SOCIETY OF CANTON, LTD. [2173]

JOHN THOMAS COTTON

(Late Clerk of Works to the H.K. REALTY & TRUST Co., Ltd.)

BUILDER'S MERCHANT.

No. 7, PRINCE STREET, HONGKONG.

Supplies Building Material, Undertakes to

Execute Building Work, Carpenters,

Stuccomasons, Bricklayers, and Concrete

Labourers Supplied.

ORDERS SOLICITED.

TELEPHONE No. 4928 CENTRAL. [2703]

PRINCE LINE FAR EAST SERVICE

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"GABRIEL PRINCE"

having arrived from the above Port on 27th inst. Consignees of Cargo are hereby

informed that their Goods are being landed

at their risk into the Godowns of the Hong-

kong and Kowloon Wharf and Godown

Company, Limited, Kowloon, and stored at

Consignees' risk and expense.

All broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on Monday, 5th Oct. 1925,

at 10 a.m.

All claims must be presented within fifteen

days of the steamer's arrival here, after

which date they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods

remaining undelivered after the 5th

October, will be subject to Rent.

Consignees of Cargo are hereby notified

that they must produce an Import Permit

signed by the Superintendent of Imports &

Exports, Hongkong, before Bills of Lading

can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST) LTD.,

2nd Floor, King Building,

Cornwallis Road, Hongkong.

Telephone No. 3165.

Hongkong, 28th September, 1925. [2687]

INTIMATIONS

STRAITS SETTLEMENTS 7 PER CENT. LOAN 1921-1925.

HOLDERS of BONDS of the above Loan are reminded that their Bonds are Redeemable at Par on 1st MAY, 1925, after which Date all Interest will Cease whether Payment of the Principal has been demanded or not.

It will be necessary for Holders of "REGISTERED BONDS" to surrender them at the TREASURY, SINGAPORE, and at the same time to give a Receipt for the Money Received in Exchange.

Registered Holders Not Resident in Singapore, who have not already made arrangements with Singapore Banks, can, on application to the COLONIAL TREASURER, SINGAPORE, obtain a Form authorizing some Bank or Person in Singapore to Receive the Principal on their behalf.

"BEARER BONDS" of the above Loan will be Paid for on Delivery at the TREASURER and some Post Offices in the Colony on or after the 1st MAY, 1925.

REGISTERED BONDS may at any time before 1st APRIL, 1925, be exchanged for "BEARER BONDS" at the TREASURY, SINGAPORE. A Small Charge is made for the Exchange.

A. M. FOUNTNEY,
Treasurer,
STRAITS SETTLEMENTS. [2597]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "RHEXENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 30th September.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 6th Oct. will be subject to Rent.

All Claims against the Steamer must be presented to the Underigned on or before the 20th Oct. or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents. Hongkong, 20th September, 1925. [2694]

"GLEN LINE LIMITED."

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel

"GLENAPP"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that

all Goods are being landed at their risk into

the hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon

Wharf and Godown Company, Limited, whence,

and/or from the wharves, Delivery may be

obtained.

Goods not cleared by the 5th Oct. 1925, at

Noon will be subject to Rent.

All broken, chafed and damaged packages

are to be left in the Godowns, where they will

be examined in the presence of Consignees by

Messrs. Goddard and Douglas, on 3rd Oct.

1925, at 10 a.m. Claims against the Steamer

including those for Cargo short Delivered must

be presented on the special form provided, and

must also be submitted within 30 days of

arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in

any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.

Agents, Hongkong, 28th September, 1925. [2689]

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM EUROPE.

THE Steamship

"CITY OF EVANSVILLE"

having arrived, Consignees of Cargo by her are

informed that their Goods are being landed

at their risk into the hazardous and/or

extra-hazardous Godowns of Holt's Wharf,

whence, and/or from the Wharves, Delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after 8th October, 1925, will be

subject to Rent.

All Claims against the Steamer must be

presented to the Underigned on or before

15th October, 1925, or they will not be

recognized.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on any Tuesdays or Fridays, between

the hours of 10.45 a.m. and Noon, within the

Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,

General Agents, Hongkong, 1st October, 1925. [2701]

HAMBURG-AMERIKA LINIE.

THE Steamship

"OLDENBURG"

having arrived, Consignees of Cargo by her are

hereby notified that all Goods are being

landed at their risk into the hazardous and/or

extra hazardous Godowns of the Hongkong

and Kowloon Wharf and Godown Co., Ltd.,

whence, and/or from the Wharves, Delivery

can be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 6th October, 1925,

will be subject to Rent.

All Claims must reach us by 7th October,

1925, or they will not be recognized.

All damaged Packages will be examined by

Messrs. Goddard and Douglas (Marine

Surveyors) at 10 a.m. on 5th October,

1925.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JEBSEN & Co.,

Agents.

Hongkong, 1st October, 1925. [2706]

INTIMATION

TRY TWO TEASPOONFULS

OF

WATSON'S

EFFERVESCENT

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "MALVERNIAN" ... via Suez Canal ... 19th September
S.S. "WALTON HALL" ... " ... 7th October**BOSTON NEW YORK**
AMERICAN & ORIENTAL LINE

S.S. "FORBESBANK" ... via Suez Canal ... 1st November

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF CAMBRIDGE" ... 27th September
For HAVRE, LONDON, HAMBURG & ANTWERP.FARES TO LONDON "A" 1st Class £38. 2nd Class £30.
"B" 1st Class £20. 2nd Class £15.**MAURITIUS & SOUTH AFRICA**
ORIENTAL-AFRICAN LINES.S. "BURAT" ... Middle November
Loading for Mauritius, Delagoa Bay, Durban, East London, Agnes Bay, Port Elizabeth, Mossel Bay and Cape Town.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Fort Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindi, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.**AUSTRAL-EAST INDIES LINE**
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 8th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

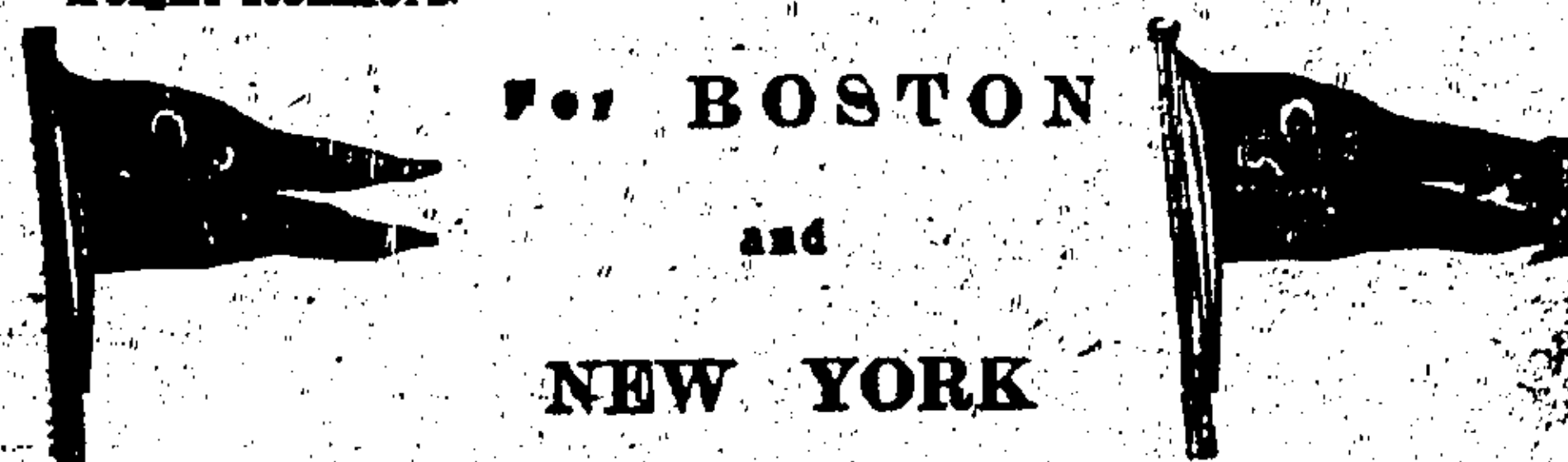
Sailings from Hongkong.

S.S. "WALTON HALL" ... via Suez Canal ... 7th Oct.
S.S. "EURYLOCHUS" ... " ... 19th Oct.
S.S. "LANGTON HALL" ... " ... 23rd Oct.
S.S. "PYRRHUS" ... " ... 19th Nov.Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.****PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "GOTHIC PRINCE" ... 31st Oct., 1935.

For Freight and Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Buildings.Telephone Central 816.
Telegrams Farfurness.**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in the world. It searches out and expels from the blood every lurking trace of poisonous matter, curing blood and skin diseases, varicose and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, gutta serena, Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdowns and Chronic Weakness.
VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, W.13, London, Eng. Unprincipled Dealers may try to sell you something else or extra profits—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LAMARINE CHAM GUERIN.

P. & O. British India
Apear and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

SRI LANKA, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	5,138	3rd Oct., Noon	Aden, Marseilles, Casablanca, London & Antwerp.
"BOUDAN"	4,886	14th Oct.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"BICINA"	5,513	18th Oct.	S'pore, Penang, Colombo & B'way.
"KHIVA"	5,138	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,903	14th Nov.	Marseilles & London.
"KALYAN"	5,144	28th Nov.	Marseilles, London & Antwerp.
"KASHMIR"	5,935	10th Dec.	S'pore, Penang, Colombo & B'way.
"MOREA"	10,911	12th Dec.	Marseilles & London.
"KASHGAR"	5,005	26th Dec.	Mars., London & Antwerp.
"MALEDONIA"	11,089	1926	Marseilles & London.
"KHYBER"	5,114	2nd Jan.	Marseilles, London, & A'werp.
"DELTA"	5,057	4th Feb.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,941	6th Feb.	Marseilles & London.
"KARMALA"	5,059	20th Feb.	Mars., London, & A'werp.
"MANTUA"	10,903	6th Mar.	Marseilles & London.
"KHIVA"	5,138	20th Mar.	Mars., London, & A'werp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGSS.S. "TALAMBA" ... 5,018 ... 9th Oct. ... Singapore, Penang & Calcutta.
S.S. "TALMA" ... 10,900 ... 26th Oct. ... do.**EASTERN AND AUSTRALIAN SAILINGS (South)**S.S. "ANAFURA" ... 4,000 ... 8th Oct., 10 a.m. ... Manila, Sandakan, Tharadey, Island, Townsville, Brisbane, Sydney & Melbourne.
S.S. "ST. ALBANS" ... 4,500 ... 4th Nov. ... do.
S.S. "TANDA" ... 4,500 ... 2nd Dec. ... do.
S.S. "ANAFURA" ... 4,000 ... 8th Jan. ... do.
S.S. "ST. ALBANS" ... 4,500 ... 2nd Feb. ... do.
S.S. "TANDA" ... 4,500 ... 2nd Mar. ... do.The K. & A. S.S. Co., Ltd. steamers will also call at Amangnai, Ililo, Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports en route as indicated on the following:—
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, the P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"KHIVA"	5,135	3rd Oct., Noon	Shanghai Moji & Kobe
"BICINA"	5,513	3rd Oct., Noon	Shanghai & Kobe.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"ANAFURA"	4,000	17th Oct.	Shanghai, Moji & Aso.
"GARBETA"	5,057	20th Oct.	Shanghai, Moji, Kobe & Osaka.
"ANAFURA"	4,000	1st Nov.	Shanghai, Moji's Kobe.
"TANDA"	4,500	7th Nov.	Moji, Aso & Yokohama.
"MOROKA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"KASHMIR"	5,935	14th Nov.	Shanghai, Moji & Kobe.
"KASHGAR"	5,005	26th Nov.	do.
"BOUDAN"	4,886	20th Nov.	Shanghai & Kobe.
"MALEDONIA"	11,089	17th Dec.	Shanghai, Moji & Kobe.
"ANAFURA"	4,000	12th Dec.	Moji, Aso & Yokohama.
"KHYBER"	5,114	26th Dec.	Shanghai Moji & Kobe.
"MALWA"	10,941	1926	Shanghai, Moji & Kobe.
"DELTA"	5,057	9th Jan.	Shanghai & Aso.
"ST. ALBANS"	4,500	9th Jan.	Moji, Kobe & Yokohama.
"KARMALA"	5,138	23rd Jan.	Shanghai, Moji & Aso.
"MANTUA"	10,903	6th Feb.	do.
"KASHMIR"	5,935	6th Feb.	Shanghai & Kobe.
"TANDA"	4,500	6th Feb.	Moji, Kobe & Yokohama.
"KHIVA"	5,135	20th Feb.	Shanghai, Moji & Aso.
"MOROKA"	10,911	6th Mar.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must defray their own hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabin are fitted with Electric Fans free of charge.
Parade Measuring not more than 3 1/2 ft. x 3 1/2 ft. x 1 1/2 ft. will be received at the Company's.
Up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, (Commaght Road Centre), HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.****REGULAR SERVICE** of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

*HAICHING... Capt. W. S. Turnbull ... Tuesday, 6th Oct., at 1 p.m.
*Calling at Swatow and Amoy for Passengers only.Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Fuchow (Fuzhou) and return by the same steamer by the "HAICHING" "HAICHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIR & CO.

General Manager.

CHINA NAVIGATION CO., LIMITED.

AMOI & SHANGHAI	...	"SOOCHOW"	...	On 3rd Oct.	D.L.
HOIHOW & SINGAPORE	...	"CHINHUA"	...	On 3rd Oct.	11 a.m.
BANGKOK	...	"KAYING"	...	On 4th Oct.	5 p.m.
HAIPHONG	...	"CHENGTO"	...	On 5th Oct.	10 a.m.
AMOI & SHANGHAI	...	"JIANG'HOW"	...	On 6th Oct.	5 p.m.
SWATOW & SHANGHAI	...	"YINGCHOW"	...	On 9th Oct.	5 p.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 52.

Agents.

CARGO AND PASSENGER CAN BE SHIPPED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, Ltd.**"CHANGSHA"**

Due Hongkong 13th October.

Will be Despatched on 17th October, at 4 p.m.

MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION AT REDUCED RATES.
(Sailing Subject to Alteration)

For Freight and Passage, apply to—BUTTERFIELD & SWIRE, Agents.

Tel. C. 52.

16

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR MANILA BOSTON, NEW YORK.

S.S. "BOWES CASTLE" ... Sails 6th Oct.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE £66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRA"	...	Sails 10th Oct.
S.S. "SIGVIO FELICO"	...	Sails 12th Oct.
S.S. "NIPPON"	...	Sails 10th Nov.
S.S. "YERUSA"	...	Sails 12th Nov.
S.S. "VIMINALE"	...	Sails 10th Dec.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA"	...	Sails 25th Sept.
S.S. "ROSANDRA"	...	Sails 31st Oct.
S.S. "NIPPON"	...	Sails 1st Dec.
S.S. "VIMINALE"	...	Sails 31st Dec.

ITAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UNZUMBI" ... Sails 1st October

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1034.

Agents.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Japan.	Probable Sailings from Hongkong for Marseilles.
	1935	1935	1935
PORTHOS	13th Oct.
D'ARTAGNAN	27th Oct.
ANGKOR	10th Nov.
ANGERS	24th Nov.
ANDRE LEBON	8th Dec.
PAUL LECAT	22nd Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... \$ 55. 00. Od. B CLASS (1st Class) ... \$ 55. 00. Od.
STEAMERS (2nd) ... \$ 35. 00. Od. STEAMERS (2nd) ... \$ 35. 00. Od.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGN COMMERCIALES (Cargo Board).

... loading for HAVRE, ANTWERP

... DUNKIRK about

S.S. "DR. F. BENOIT" from DUNKIRK, LONDON & HAVRE is due to arrive about 18th October.

Sailings subject to alteration without notice.

For Full Particulars apply to—**MESSAGERIES MARITIMES CO.,**

Telephone Central 340.

S. GARNIER'S BUILDING.

CORRESPONDENCE—TRAI SIT—REPRESENTATION.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.

The Radio Office has reverted to its normal working hours, viz.:
G.P.O. Counter ... 8 a.m. to 5 p.m.
Radio Office, 3rd floor, G.P.O. Building ... 5 p.m. to 8 a.m.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

INWARD MAILS.

From	Per	Date
Europe via Suez (Letters and Papers)	China ...	3rd Oct.
London, 3rd Sept. & Parcel 27th Aug.	Yokohama ...	3rd Oct.
CANADA, U.S.A., JAPAN & SHANGHAI	Yokohama ...	4th Oct.
SHANGHAI & AMOY ...	Yokohama ...	4th Oct.
AUSTRALIA & MANILA ...	Yokohama ...	9th Oct.
AUSTRALIA & MANILA ...	Yokohama ...	13th Oct.

OUTWARD MAILS.

From	Per	Date
Macao ...	Kinshau ...	Saturday, 3rd, 7.15 A.M.
Holbow ...	Chinhua ...	9.30 A.M.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden Egypt and EUROPE via Marseilles—due Marseilles, 31st Oct.	Karmala ...	Reg. Letters 10.30 A.M.
Swatow ...	Swatow ...	10.00 A.M.
Shanghai and Japan ...	Shanghai ...	10.00 A.M.
Straits and Calcutta ...	Shanghai ...	Noon
Formosa ...	Shanghai ...	3.30 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A. & S. America, & EUROPE via San Francisco—due San Francisco, 30th Oct.	Taiyo Maru ...	Reg. Letters 4.15 P.M.
Fort Bayard, Holbow, Pakhoi & Haiphong	Holbow ...	5.00 P.M.
Fort Bayard ...	Sun Li ...	5.00 P.M.
Manila ...	Pres. Jackson ...	Sunday, 4th, 9.00 A.M.
Swatow, Amoy and Formosa ...	Kaijo Maru ...	9.00 A.M.
Bangkok ...	Kaijo Maru ...	9.00 A.M.
Haiphong ...	Chengta ...	Monday, 5th, 8.30 A.M.
Holbow ...	Devanong ...	5.00 P.M.
Manila, Sandakan, Australia, New Zealand via Thursday Island—due Thursday Island, 30th October	Arofur ...	Reg. Letters 5.00 P.M.
Straits, Egypt & Europe via Marseilles—due Marseilles, 4th Nov.	Helenus ...	Reg. Letters 5.30 A.M.
Swatow, Amoy and Foochow ...	Hui Ching ...	Tuesday, 6th, Noon
Amoy ...	Leangchow ...	3.30 P.M.
Swatow, Amoy and Formosa ...	Kotai Maru ...	Wednesday, 7th, 5.00 P.M.
Japan ...	Namang ...	Monday, 12th, 10.00 A.M.
Straits and Calcutta ...	Houang ...	Parcels 1.00 P.M.
Manila ...	Pres. Adams ...	Letters 5.00 P.M.

* Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

October 2nd, 1925.	
On London—	2/5
Telegraphic Transfer ...	2/5 1/16
Bank Bill, on demand ...	—
Bank Bill, at 30 days sight ...	—
Bank Bill, at 4 months sight ...	2/5 1/2
Credit, at 4 months sight ...	2/5 1/2
Documentary Bill, 4 months sight ...	2/5 1/2
On Paris—	1/8
Bank Bill, on demand ...	1/8 1/2
Credit, 4 months sight ...	1/8 1/2
On New York—	55 1/2
Bank Bill, on demand ...	55 1/2
Credit, at 30 days sight ...	55 1/2
On Bombay—	159 1/2
Telegraphic Transfer ...	159 1/2
Bank Bill, on demand ...	159 1/2
On Calcutta—	159 1/2
Telegraphic Transfer ...	159 1/2
Bank Bill, on demand ...	159 1/2
On Shanghai—	nom.
Bank Bill, at sight ...	nom.
Private, 30 days sight ...	nom.
On YOKOHAMA—On demand ...	117 1/2
On MANILA—On demand ...	108
On SINGAPORE—On demand ...	143 1/2
On BATAVIA—On demand ...	nom.
On RANGOON—On demand ...	nom.
On BANGKOK—On demand ...	77 1/2
Government, Bank's Buying rate ...	\$2.06
Gold Leaf, 100 fine, per leaf ...	\$2.15/16
Silver, per oz. ...	—

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital ...	\$50,000,000
Issued and Fully Paid-up ...	\$30,000,000
Reserve Funds—	
Sterling ...	\$4,500,000
Silver ...	\$38,500,000
Reserve Liability of Proprietors ...	\$30,000,000

Court of Directors:

G. M. Young, Esq., Chairman.
H. F. White, Esq., Deputy Chairman.
D. M. Bernard, Esq., W. H. Bell, Esq., W. L. Patterson, Esq., A. H. Compton, Esq., J. A. Plummer, Esq., Hon. Mr. P. H. Holyoak, T. G. Wall, Esq.

Chief Manager:

A. H. Bicklow, Esq.

Manager: Shanghai—G. H. Scott, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 16th May, 1925. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.
Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. B. BLOW,
CL. Manager.
Hongkong, 17th January, 1925. [26]

SOCIETE FRANCAISE DE GERANCE.

DE LA BANQUE INDUSTRIELLE DE CHINE.

(Etablissement Franco-Chinois.)

(Incorporated in France.)

5, Charter Road, Victoria, Hongkong.

HEAD OFFICE: Paris, 74, Rue St. Lazare.

Capital ... Frs. 10,000,000

Reserves ... Frs. 10,790,000

Working fund provided by Trésorier Général de CHINE: Frs. 50,000,000.

BANKERS: France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas. London: Midland Bank, Ltd. New York: Irving Bank, Columbia Trust.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. BOLLIN, Manager.

Hongkong, 12th July, 1924. [29]

THE BANK OF CHINA.

(Specially authorized by Presidential

Maxims of the Republic of China on the 22nd of November, 1917.)

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... 12,272,460.00

Reserve Funds ... 9,429,429.34

HEAD OFFICE—PEKING.

HONGKONG BRANCH—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

LONDON BANKERS—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

NEW YORK BANKERS—The Irving National Bank, The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TRUSTEE FEE.

Manager.

Hongkong, September 8th, 1921. [22]

ROUND THE WORLD



The Three Castles Cigarettes have been smoked all round the world for many years.

Their quality never varies.

Also Sold in Regular Size 20's and 50's

Three Castles

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £20,000,000

Subscribed Capital ... £12,000,000

Paid-up Capital ... £10,000,000

Reserve Fund ... £1,500,000

BANKERS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Bangkok, Calcutta, Canton, Hongkong, Madras, Shanghai, Swatow, Yokohama.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSE, Acting Manager.

7, Queen's Road Central, Hongkong, April 17th, 1925. [23]

BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE: 96 Boulevard Haussmann, Paris, 8.

Subscribed Capital ... Frs. 72,000,000.00

Paid-up Capital ... Frs. 62,400,000.00

Reserve Fund ... Frs. 58,897,323.54

BRANCHES: Bangkok, Hongkong, Saigon, Shanghai, Singapore, Siam, Yunnan.

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSE, Acting Manager.

7, Queen's Road Central, Hongkong, April 17th, 1925. [23]

THE YOKOHAMA SPECIE BANK, LIMITED.

HEAD OFFICE: YOKOHAMA.

Capital (fully paid-up) ... Yen 100,000,000

Reserve Fund ... Yen 63,500,000

BRANCHES AND AGENTS: Batavia, Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Siam, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts and on Fixed Deposits at Rates that may be ascertained on application.

U. ARIMA, Manager.

Hongkong, 14th September, 1925. [25]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

Authorized Capital ... \$1,200,000

Paid Up Capital ... \$1,073,530

Silver Reserve Fund ... \$700,000

Foreign Exchange and General Banking business transacted.

Interest allowed on Current Accounts and on Fixed Deposits at Rates that may be ascertained on application.

LOOK POONG SHAN, Chief Manager.

Hongkong, 14th September, 1925. [25]

Printed and Published by CHOW THOMAS BREAKSPAR, for the HONGKONG DAILY PRESS, Ltd., at 11, Charter Road, Victoria, Hongkong. LONDON OFFICE: 17, Fleet Street, E.C. 4.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"HELENUS" 6th Oct. Marseilles, London, Rotterdam & Hamburg.

"HECTOR" 11th Oct. Marseilles, London, Rotterdam & Glasgow.

"CALCHAS" 3rd Nov. Marseilles, London, Rotterdam & Hamburg.

"BARBEDON" 13th Nov. Marseilles, London, Rotterdam & Glasgow.

LIVERPOOL SERVICE.

"MEDON" 5th Oct. Genoa, Havre, Liverpool & Glasgow.

"JASON" 24th Oct. Genoa, Havre, Liverpool & Glasgow.

"AXAX" 1st Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

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